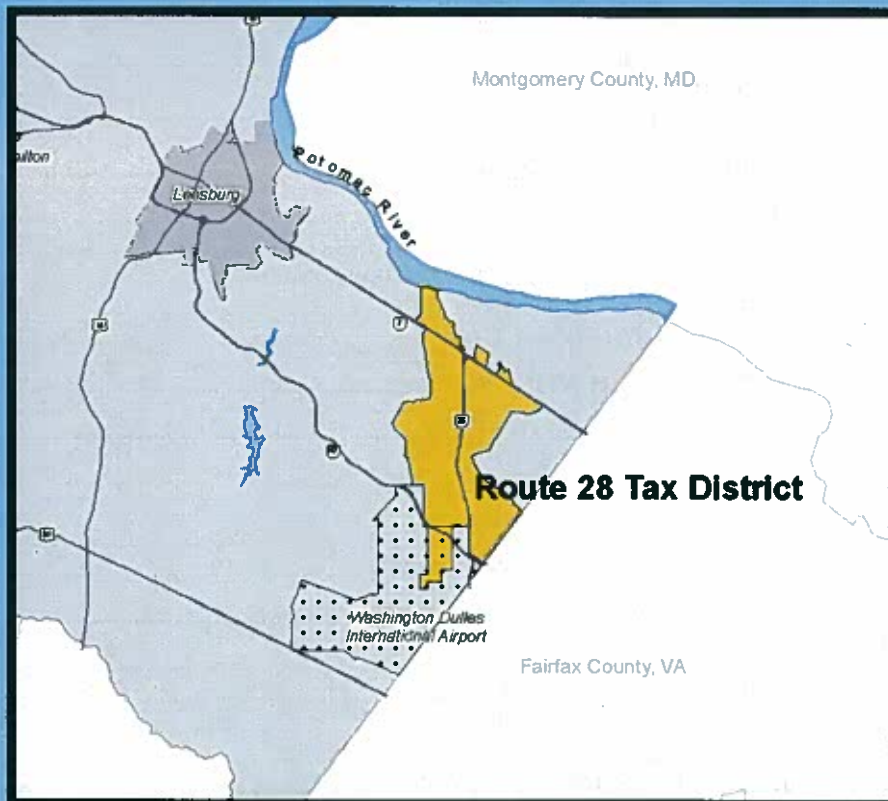




Route 28 Tax District

Existing Conditions Report



November 26, 2008

Prepared by:
Loudoun County Department of Planning

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All photographs in this report, unless otherwise noted, were taken by staff in the Loudoun County Department of Planning.

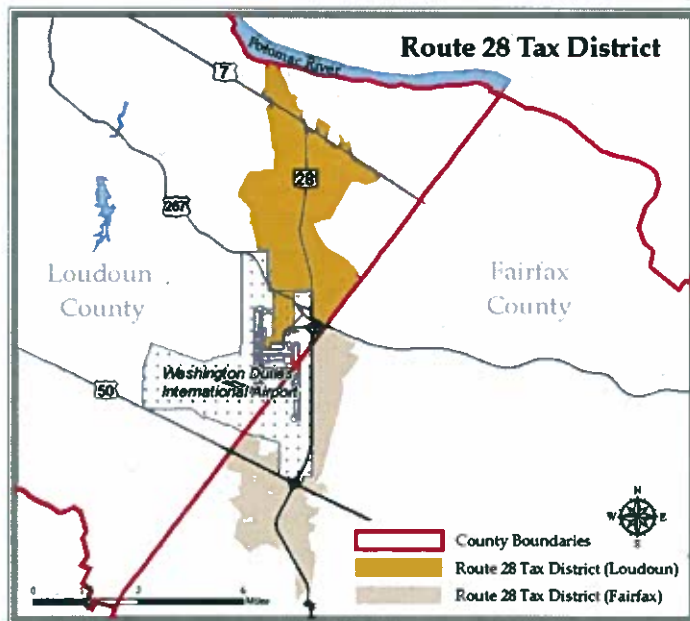
Introduction

Since the 1980's, County land use policies and guidelines have envisioned Route 28 as a key employment and transportation corridor serving the eastern part of Loudoun. Various land use plans provided general guidance on land development within the Corridor as a subset of larger planning efforts beginning with the Eastern Loudoun Area Management Plan (ELAMP, adopted 1980, reformatted, 1994); the Dulles North Area Management Plan (DNAMP, adopted 1985, amended 1993); the 1991 General Plan; and the 2001 Revised General Plan. These larger planning efforts did not articulate a specific plan for Route 28 to achieve economic development, transportation, and density and design goals. The strategic vision for the Corridor is further complicated by its status as a state-recognized Tax District which results in the Corridor being managed under three separate County zoning ordinances. Consequently, the Corridor has evolved into a varied mix of uses that bear little relationship to one another or the County's overall vision.

The purpose of this report is to describe the existing conditions of the portion of the Route 28 Tax District that is located in Loudoun County, including information on current land use policies and uses, zoning, existing and proposed infrastructure and transportation networks, and its natural, cultural, and economic characteristics. The report also provides information regarding the history of the Tax District and the transportation improvements that have occurred along the Route 28 Corridor. Data for the report were collected by analyzing existing County information, researching applicable literature and websites, conducting interviews with internal County staff and outside jurisdictions, reviewing historical information, and conducting field visits in the community. This report presents a "thumbnail sketch" of the Corridor as it exists today.

Background

On December 21, 1987, Loudoun County in partnership with Fairfax County formed the Route 28 Highway Improvement Transportation District ('Route 28 Tax District') to finance Route 28 surface transportation improvements in both



Boundary of the Route 28 Tax District

counties. As the gateway to Dulles International Airport, landowners along the Corridor recognized that timely transportation improvements were logical and vital to the economic development of this fast-growing area. The State had planned to widen Route 28 and improve intersections along the Corridor, but the project would rely primarily on slower "pay-as-you-go" financing from the Northern Virginia region's share of the State Primary Road Fund allocation. In order to

accelerate these planned highway improvements, landowners petitioned for a special Tax District, establishing the first of its kind in Virginia. Detailed information regarding the enabling legislation and amendments governing the Route 28 Tax District is provided in Attachment 1.

In agreement with the Commonwealth, the Route 28 Tax District is a special Tax District wherein commercial and industrial property owners fund 75% of defined improvements to Route 28 and the State funds the remaining 25% from funds received through the State Primary Road Fund allocation formula. Only properties zoned or used for commercial and industrial purposes in this 14,800 acre District are assessed additional real property taxes of \$0.20 per \$100 to pay for the road improvements and debt service on bonds issued by the State.¹ This rate has remained constant since the inception of the District in 1987. In contract with the Tax District, the Counties agreed to levy the additional tax as

¹ Official Statement, Fairfax County EDA Transportation Contract Revenue Bonds (Route 28 Project) Series 2008, p. 5.

requested by the District, collect the tax, and pay all tax revenues to a Fiscal Agent for distribution. The Route 28 Tax District is administered by the Route 28 District Commission appointed annually by the Board of Supervisors of both Loudoun and Fairfax Counties². There is also an advisory board (the Route 28 Tax District Advisory Board) to the Board of Supervisors of both Counties³.

Property owners within the Route 28 Tax District rezoning commercially or industrially zoned property to residential or institutional uses have on several occasions been allowed to buy out of the District through a one-time payment. This payment is representative of the present value of the future special improvements taxes estimated by the County to be lost as a result of the change. The sum is calculated using a formula agreed upon by Loudoun and Fairfax Counties, the Route 28 District Commission, and the Route 28 Tax District Advisory Board. It does not include the incursion of future debt by the District into the calculation.

This report focuses on the portion of the Route 28 Tax District that is located within Loudoun County. The Tax District is located in the eastern part of the County within the larger Suburban Policy Area, contains over 8,000 acres, and generally includes the area from the Washington Dulles International Airport north to Route 7, with boundaries to the east by Cascades Parkway and the W&OD Trail and to the west by Loudoun County Parkway (Route 607), Smith Switch Road and the Broad Run stream. The District includes property located within the Washington Dulles International Airport. An aerial map of the Tax District is provided in Attachment 3, pg. A-7. Today, the Route 28 Tax District within Loudoun County contains a variety of uses, including office, industrial, retail/commercial, recreational and residential uses, and a number of highway improvements, such as interchanges and lane expansions, have taken place.

² The Commission is composed of four Supervisors appointed by the Chairman from each County (Virginia Code Section 15.2-4604). In Loudoun County, the Commission members tend to be those Supervisors whose election District coincides with the Tax District. The chairman of the Commonwealth Transportation Board (CTB) or his/her appointee is an ex officio Commission member. The Commission is advisory to both Counties' Board of Supervisors. The Commission is required to meet once annually.

³ Twelve members comprise the Board with each County's Board of Supervisors appointing three members who either reside or own land in the District and the District landowners in each County electing three members who own commercially or industrially zoned land in the District or are designees of such landowners. Members serve a term of four years with the terms of appointed and elected members staggered every two years. The Board is required to meet at least one time per year (Virginia Code Section 15.2-4605).

Summary Statistics

- The Route 28 Tax District is located partially within four election Districts: Broad Run, Potomac, Sterling and Dulles. An election District map is provided on pg. A-9 of Attachment 3.
- The Loudoun County portion of the Route 28 Tax District consists of 3,486 parcels containing approximately 8,202 acres (exclusive of right-of-ways). Of these, according to County records, 739 parcels (5,895 acres) currently pay taxes to the District. A taxable parcels map is provided in Attachment 3, pg. A-10.
- The remaining 2,747 parcels (2,307 acres) are classified as residential or exempt and do not pay taxes to the Route 28 Tax District. The largest parcel that is exempt is approximately 640 acres located within the boundary of the Washington Dulles International Airport.
- Most of the parcels in the Route 28 Tax District are small in size (less than an acre), as shown in Table 1. Only 10 parcels are more than 100 acres; 10 parcels are between 50 and 100 acres; 150 parcels are between 10 and 50 acres; and 3,316 parcels are less than 10 acres in size.

Table 1: Summary of Parcel Size within the Route 28 Tax District⁴

Parcel Size	Number of Parcels	Total Acreage
0 acres	15 (0.4%)	0.01
0.01 – 1 acres	2,652 (76%)	236
1 – 9.99 acres	649 (19%)	2,387
10 – 19.99 acres	118 (3%)	1,529
20 – 49.99 acres	32 (0.9%)	1,001
50 – 99.99 acres	10 (0.3%)	691
100 – 199.99 acres	7 (0.2%)	964
200 – 500 acres	2 (0.0%)	655
> 500 acres	1 (0.0%)	640
TOTAL	3,486 parcels	8,202 acres

⁴ County Geographic Information System (GIS) and County Assessor's Office records, November 13, 2008

- Most of the taxable parcels in the District are between 1 and 10 acres in size (Table 2). Only 7 parcels are more than 100 acres; 8 parcels are between 50 and 100 acres; 164 parcels are between 10 and 50 acres; and 598 are less than 10 acres in size.

Table 2: Summary of Taxable Parcel Size within the Route 28 Tax District⁵

Parcel Size	Number of Parcels	Total Acreage
0 acres	1 (0.1%)	0.00
0.01 – 1 acres	63 (9%)	41
1 – 9.99 acres	534 (72%)	1,988
10 – 19.99 acres	103 (14%)	1,390
20 – 49.99 acres	23 (3%)	743
50 – 99.99 acres	8 (1%)	594
100 – 199.99 acres	6 (0.8%)	825
200 – 500 acres	1 (0%)	314
TOTAL	739 parcels	5,895 acres

- The assessed value of commercial and industrial properties within the Route 28 Tax District has grown significantly since the creation of the District in 1987. In the last 10 years, the assessed value in Loudoun County has risen from \$0.852 billion in 1997 to \$4.212 billion in 2007 (Table 3).

Table 3. Assessed Value of Taxable District Commercial/Industrial Property (billions)⁶

Calendar Year	Fairfax	Loudoun	Total
1997	\$1.349	\$0.852	\$2.201
1998	1.626	1.005	2.631
1999	2.191	1.507	3.698
2000	2.713	1.791	4.504
2001	3.135	2.358	5.493
2002	3.053	2.839	5.892
2003	2.891	2.860	5.751
2004	3.185	3.018	6.203
2005	3.756	3.164	6.920
2006	4.770	3.936	8.706
2007	5.771	4.212	9.983

⁵ Ibid

⁶ Fairfax County Economic Development Authority, Transportation Contract Revenue Bonds (Route 28 Project) Series 2008, p.6.

- With the increase in assessed values has also come a corresponding increase in Tax District revenues. In the last 11 years, District revenues within Loudoun County have grown from \$1.8 million in 1996 to \$8.7 million in 2007 (Table 4).

Table 4. Historical Special Tax Revenues of the District (millions)⁷

Calendar Year	Fairfax	Loudoun	Total
1996	\$2.506	\$1.770	\$4.276
1997	2.220	1.630	3.850
1998	2.976	1.892	4.868
1999	3.236	2.473	5.709
2000	4.331	3.220	7.551
2001	5.564	4.274	9.838
2002	6.141	5.157	11.298
2003	7.112	5.741	12.853
2004	5.782	5.719	11.501
2005	6.909	5.926	12.835
2008	7.527	7.465	14.992
2007	10.400	8.717	19.117

- The 20 largest landowners of real property in the Tax District, including properties in both Loudoun and Fairfax Counties, is the following:

Table 5. Twenty Largest Owners of Real Property in the District (as of January 1, 2008)⁸

Property Owner	Assessed Value
America Online Inc.	\$375,974,500
Dulles Town Center Mall LLC	290,682,100
EDS Information Services LLC	180,542,270
COPT Chantilly LLC	153,628,230
Brandywine Operating Partnership LLC	143,748,070
Republic Park LLC	130,418,410
MB Herndon LLC	117,449,170
PL Dulles LLC	116,792,600
AG/ARG Avion LLC	114,598,880
Brandywine Acquisition Partners LP	113,920,020
Sully North Investments	107,049,290
T M W Wellfonds Loudoun LP	102,513,500
Sully LP	88,137,640
PS Business Parks LP	87,362,710
Columbia Retail Dulles LLC	84,125,450
OTR	78,424,850
Quantico Buildings LLC	74,524,200
PPI Mission Ridge LLC	73,671,490
Dulles Hotel Corporation	73,273,500
DTC Partners LLC	71,395,700

⁷ Ibid⁸ Fairfax County Economic Development Authority, Transportation Contract Revenue Bonds (Route 28 Project) Series 2008, p.7.

- o Approximately 39% of the total land area within the Route 28 Tax District, or 403 parcels containing approximately 3,140 acres, is classified as vacant by the County's Assessors Office. (See the Existing Uses Based On Occupancy Code map in Attachment 3, pg. A-15.)

Land Use

Land Use Policies

Since the 1980's, the Route 28 Tax District has been developing under area planning documents such as the Eastern Loudoun Area Management Plan (ELAMP, adopted 1980, reformatted, 1994) and the Dulles North Area Management Plan (DNAMP, adopted 1985, amended 1993); the 1991 General Plan; and, most recently, the 2001 Revised General Plan. (The 2001 Revised General Plan supercedes any conflicting policies and/or guidelines contained in previous area plans.)

1991 General Plan

The 1991 General Plan directed most nonresidential development to the County's key transportation corridors: Route 28, Route 7, the Dulles Greenway, Route 50, and Route 606. The General Plan spoke to homogenous business and industrial developments along these corridors. As such, the General Plan promoted *keynote* office parks on Routes 7 and 28, and in compact nodes at major intersections of the Dulles Toll Road. These developments were envisioned as high quality, corporate headquarters style developments with impressive structures that were separated by landscaped greens and tree lined boulevards to create an atmosphere of corporate prestige. It was envisioned that such development would figure prominently in the County's role as an international trade center⁹.

The General Plan also proposed the development of larger Urban Centers along major thoroughfares proposed for mass transit corridors. As stated, "the scale or density of the Urban Centers will be significantly higher than other County areas to attract and maintain services and amenities such as mass transit"¹⁰. The 1991 General Plan proposed two Urban Centers within the Route 28 Tax District: one located at the intersection of the Toll Road and Route 28, and the other at the intersection of Routes 7 and 28. It was anticipated that the Urban Centers would evolve into Transit Related Urban Centers in conjunction with

⁹ 1991 General Plan, text, p.98

¹⁰ 1991 General Plan, text, p. 97

the extension of fixed rail transit service to Leesburg¹¹. The General Plan suggested that to provide for the sensitive transition of existing communities to different or more intense urban development, the County should strongly encourage small lots and tracts to be consolidated in larger parcels that can support a more comprehensive design and servicing approach¹².

2001 Revised General Plan

The Revised General Plan largely retains the nonresidential land use pattern specified in the 1991 General Plan, with the exception that the Revised General Plan specifies only one Urban Center at the intersection of Routes 7 and 28. The second Urban Center within the Route 28 Tax District (at the intersection of Route 28 and the Dulles Greenway) was removed largely due to the number of residential units that are anticipated within this type of development (i.e., 10 to 25% of the total land area within an urban center can be developed with high density residential uses at 8 to 16 dwellings per acre¹³).

The Revised General Plan recognizes that Route 28 is the major north-south business corridor in the County that intersects with the five east-west business corridors (Route 7, Route 625 (Waxpool Road), Route 606 (Old Ox Road), the Dulles Greenway, and Route 50). The Plan further states that the County supports the continued growth of the Route 28 Tax District, both for the District's contribution to the transportation improvements to Route 28 and to the economy of the County¹⁴, and that the County should vigorously attempt to locate regional and nationally oriented office centers on Route 7 and Route 28 and in the Dulles Greenway Corridor¹⁵.

In furtherance of these goals, over 96% of the total land area within the Route 28 Tax District is planned for non-residential uses, primarily Keynote Employment areas (60%) and Business (28%). Other planned land uses within the Route 28 Tax District include Industrial, Residential, and High Density Residential in addition to three Destination Retail Overlays and an Urban Center designation at the Route 7/Route 28 interchange (See the Planned Land Use Map in Attachment 3, pg. A-11 and Table 6 for a description of planned uses).

¹¹ Ibid

¹² 1991 General Plan, Policy 3, p. 98

¹³ Revised General Plan, Chapter 6, Urban Center Policies 6 & 8

¹⁴ Revised General Plan, Chapter 4, Route 28 text

¹⁵ Revised General Plan, Chapter 6, Keynote Employment Centers text

Table 6: Route 28 Tax District Planned Land Use Matrix

Planned Land Use*	% land area	Definition
Keynote Employment	60%	Large-scale regional office developments, including office parks, research-and-development parks, and corporate headquarters (example, AOL, Orbital)
Business		
- Regional Office	28%	- Variety of office uses (example, Loudoun Tech Center)
- Light Industrial		- Lowrise (primarily two-story or less) development, includes flex warehouse and small-scale manufacturing (example, Trans Dulles)
General Industrial	8%	Labor intensive industrial and commercial uses (example, Loudoun Quarry, North Dulles Business Center)
Urban Center	n/A	Intensive, large-scale mixed-use development; density phased contingent upon the availability of transit.
Destination Retail Overlay	17%	Retail uses that act as destinations, attracting customers from a regional market (example, Dulles Town Center, Dulles Town Crossing)
Residential	3%	Mixed-type housing neighborhoods. Allows for mix of residential supportive uses (example, Grovewood, Dominion Station).
High-Density Residential	1%	Single-family attached and multi-family housing. Allows for mix of residential and supportive uses (example, Parc Dulles at Dulles Town Center).

* The Plan sets forth a requirement that each of the planned land uses incorporate public and civic uses, public parks and other open space areas. With the exception of the Urban Center, which requires a retail and personal service component, the planned land uses permit a retail and personal service component to serve the employees and residents¹⁶.

Keynote Employment Centers are 100-percent office or research-and-development centers that generate high-traffic volumes and are supported by ancillary retail and personal services for employees. They have high visibility along major corridors, their structures accented with heavily landscaped greens and tree-line boulevards, and reflect the County's growing prominence as a global crossroads for business. Residential development is not permitted in these areas.



America Online (AOL) is an example of a Keynote Employment Center as envisioned by the Revised General Plan.

¹⁶ Revised General Plan, Chapter 6, Land Use Mix Policies

The Revised General Plan in general limits the amount of residential that can be developed within the Route 28 Tax District. In addition to Keynote Employment areas, Plan policies prohibit residential development within General Industrial areas and Business land use areas within the Route 28 Tax District where residential uses are not allowed¹⁷. The only locations within the Route 28 Tax District where residential is permitted are the Old Sterling planning area, the Oak Grove area, and the Eden Tract and Loudoun Village properties as well as areas designated as high density residential on the Planned Land Use Map¹⁸ (See the Permitted Residential Development Map in Attachment 3, pg. A-12). Additionally, high density residential uses ranging from 8 to 16 dwellings per acre are also envisioned to be a critical component within the Urban Center¹⁹.



Washington Dulles International Airport

Much of the Route 28 Tax District is located proximate to the Washington

Dulles International Airport. Plan policies support the development of industrial and other non-residential development in areas around the Airport to support its continued growth and expansion as well as to take advantage of the regional and national market visibility it offers²⁰.

In addition, the Route 7/Route 28 interchange is planned for a high-intensity, mixed-use Urban Center²¹. The Urban Center is

envisioned to be an intensive, large-scale mixed-use community comprising between 50 to 90 acres that will evolve through phasing in response to changes in the surrounding communities, the development of services such as mass transit, and changes in business and housing trends²².

The Route 28 Tax District also contains three Destination Retail Overlays which

¹⁷ Revised General Plan, Chapter 6, Land Use Categories text

¹⁸ Revised General Plan, Chapter 6, Residential Policy 3

¹⁹ Revised General Plan, Chapter 6, Urban Center Policy 6

²⁰ Revised General Plan, Chapter 4, Economic Development Policies 9 – 12.

²¹ Revised General Plan, Chapter 6, Urban Centers text

²² Revised General Plan, Chapter 11, Urban Centers Design Guidelines

provide an additional development option for properties located within these areas. A total of 1,273 acres are located within these overlays which are located along the Route 28 Corridor in the Dulles Town Center/Dulles Town Crossing area, extending south past the Waxpool Road and Church Road intersection, as well as two locations along the Route 7 Corridor, adjacent to the Dulles Town Center and the Potomac Run Shopping Center. Two interchanges along Route 28 (Waxpool Road and Nokes Boulevard) are within a Destination Retail Overlay.

The Route 28 Tax District is located partially within three of the suburban communities defined in the Revised General Plan: Ashburn, Potomac, and Sterling²³ (See the Suburban Community Boundaries map in Attachment 3, pg. A-8).

Zoning Background

In 1990, the Virginia General Assembly amended and reenacted portions of the Virginia State Code (§15.2-4603), which prevent the County from imposing use, density, setback, parking, height, or open space requirements in the Route 28 Tax District that were stricter than those in existence at the time the District was created. Such statutory provisions apply to zoning regulations. House Bill 1287, approved in the 2000 session of the General Assembly, extended these provisions for an additional 15 years, until as late as year 2037 when all major roadway construction is expected to be complete (See Attachment 1 for the history of enabling legislation.)

In order to accommodate the General Assembly's provisions, the County "grandfathered" zoning designations and administration within the Tax District under the 1972 Zoning Ordinance upon adoption of the 1993 Zoning Ordinance on June 16, 1993. The 1993 Zoning Ordinance included provisions for properties to "opt-in" to the updated regulations at the time of their adoption. The voluntary opt-in period began on June 16, 1993 and lasted for one year.

The Revised General Plan states that properties in the Route 28 Tax District that are governed by the 1972 and 1993 Zoning Ordinances will remain under those governing documents unless the landowner opts into the revised zoning ordinance or a rezoning application (ZMAP) is filed. The Revised General Plan also states that the County will consider developing incentives to encourage Route 28 Tax District landowners to opt into the latest zoning ordinance.²⁴ Concept Plan Amendment (ZCPA), Proffer Amendment (ZCPA), and Special

²³ Revised General Plan, Chapter 6, Suburban Community Boundaries map

²⁴ Revised General Plan, Chapter 4, Economic Development Policy 14

Exception (SPEX) applications will be administered under the zoning ordinance that is applicable to each property and evaluated under the adopted Comprehensive Plan.²⁵ (For a discussion of the affects of zoning on economic development in the Corridor, see Economic Development section below).

As a result, properties within the District may be covered by one of three different zoning ordinances: the 1972 Zoning Ordinance, the 1993 Zoning Ordinance, and the Revised 1993 Zoning Ordinance. An Applicable Loudoun County Zoning Ordinance map is provided on pg. A-13 of Attachment 3.

Current Zoning

Non-residential zoning Districts comprise 87 percent of the Route 28 Tax District and consist of the following Districts:

- C-1 (Commercial),
- I-1 (Industrial),
- PD-CC (Planned Development – Commercial Center),
- PD-SC (Planned Development – Shopping Center),
- PD-CH (Planned Development – Commercial Highway),
- PD-GI (Planned Development – General Industrial),
- PD-IP (Planned Development – Industrial Park),
- PD-OP (Planned Development – Office Park), and
- PD-RDP (Planned Development – Research and Development Park).

Residential zoning Districts, including High Density Residential, comprise 13% of the Tax District and include:

- Agriculture/Residential (A-3),
- Planned Development Active Adult Age Restricted (PD-AAAR), and
- a variety of Planned Development Housing (PD-H) and Residential (R) Districts²⁶. (See the Existing Zoning Map in Attachment 3, pg. A-14.)

As evidenced in Table 8, due to the retention of current zoning, there is a disconnect between the planned land use and the zoning within the Route 28 Tax District (See Economic Development section below for further discussion). The Plan envisions regionally and nationally oriented office centers along the Route 28 Corridor; however, the Corridor is predominantly zoned for industrial parks (54%), while only 14% are zoned for office uses. While the County has

²⁵ Revised General Plan, Chapter 4, Economic Development Policy 13

²⁶ All of these residential zoning Districts permit non-residential uses. For example, the PD-H Districts are intended to support the development of mixed-use residential communities with supportive non-residential uses.

enacted changes to the PD-IP zoning District to allow office development without legislative approval, the more stringent standards of the Revised 1993 Ordinance may dissuade a property owner from rezoning to that ordinance (see Table 7). In addition, 12% of the properties within the Tax District are zoned for residential uses while only 4% of the area is planned residential.

Table 7: Planned Development - Industrial Park (PD-IP) Zoning District Comparison

1972 Zoning Ordinance	1993 Zoning Ordinance	Revised 1993 Zoning Ordinance
<ul style="list-style-type: none"> • PD-IP has more limited use list • Other uses allowed by determination • May be better to market the property under the 1972 Ordinance for uses such as recreational facilities • For SPEX, no Planning Commission review - go straight to Board of Supervisors • Office allowed by SPEX • 0.40 FAR allowed by-right • Warehouse allowed by SPEX 	<ul style="list-style-type: none"> • Office allowed by SPEX • No recreational uses allowed • Increased parking, setback, & environmental requirements • Increased heights allowed, if office is built • Office allowed by SPEX • 0.40 FAR allowed by-right • Warehouse & flex allowed by-right 	<ul style="list-style-type: none"> • Office allowed by-right • Recreational uses are allowed w/ standards • Limited retail allowed as accessory use if performance standards met • 0.40 FAR allowed by-right (0.60 allowed by SPEX) • Warehouse & flex allowed by-right

Table 8: Route 28 Tax District Planned Land Use and Zoning Designations

Planned Land Use ¹				Zoning			
Planned Land Use Designation	Acreage	Principal Use/Intensity (du/acre or FAR ²)	% of land area	Zoning District ³	Acreage	Principal Use/Intensity (du/acre or FAR ²)	% of District
Keynote Employment	4509	0.40 to 1.0 FAR	60%	Research and Development Park (PDRDP 1972 and 1993)	624	1972 – 0.40 FAR	8.3%
		Regional Office – 0.40 to 1.0 FAR		Office Park (PDOP 1972 and 1993)	402	1972 – 0.40 FAR	5.4%
Business	2126	Light Industrial – 0.30 to 0.40 FAR	28%	Industrial Park (PDIP 1972 and 1993)	4027	1972 – 0.40 FAR	53.8%
Total	6635		89%		5053		67%
				General Industrial (PDGI 1972 and 1993)	629	1972 – 0.40 FAR	8.4%
Industrial	578	0.30 to 0.40 FAR	8%	Industrial (I1 1972)	135	0.40 FAR	1.8%
Total	578		8%		764		10%
Retail ⁵				Commercial Center – Community Center (PDCC(CC) 1993)	2	0.40 FAR with surface parking 0.60 FAR with parking structures	0.03%
Destination Retail	1273	No FAR guidance	17%	Commercial (C1 1972)	78	No FAR requirements	1.0%
				Commercial Center – Small Regional Center (PDCC(SC) 1993)	92	0.40 FAR with surface parking 0.60 FAR with parking structures	1.2%
				Commercial Center – Regional Center (PDCC(RC) 1993)	154	0.40 FAR with surface parking 0.60 FAR with parking structures	2.1%
				Commercial Highway (PDCH 1972)	294	0.40 FAR	3.9%
Total	1273		17%	Shopping Center (PDSC 1972)	101	0.40 FAR	1.3%
					721		10%
				Agricultural (A3 1993)	31	1 du/3 acres	0.4%
				Housing (PDH3 1972 and 1993)	41	3 dus/acre	0.5%
				Residential (R1 1993)	204	1 du/acre	2.7%
				Residential (R2 1993)	2	2 dus/acre	0.03%
				Residential (R3 1993)	18	3 dus/acre	0.2%
Residential	233	4 dwelling units per acre	3%	Residential (R4 1993)	21	4 dus/acre	0.3%
Total	233		3%		318		4%
		Pearson Reserve – 8 dwelling units per acre		Housing (PDH6 1993)	105	6 dus/acre	1.4%
				Residential (R8 1993)	51	8 dus/acre	0.7%
				Residential (R16 1993)	436	16 dus/acre	5.8%
				Residential (R24 1993)	19	24 dus/acre	0.2%
High Density Residential	41	Victoria Station – 10 dwelling units per acre	1%	Active Adult Age Restricted (PD-AAAR 1993)	20	30 dus/acre	0.3%
		Urban Center – 24 dwelling units per acre					
Total	41		1%		631		8%

¹The Washington Dulles International Airport and the W&OD Trail were not included in the calculations.

²FAR – Floor Area Ratio is calculated based on the gross floor area of buildings on a given lot divided by the total area of the lot.

³PDH Districts may include areas of non-residential uses.

⁴Maximum FAR for individual Districts may be increased through the legislative process. Also, residential densities may be increased per the Affordable Dwelling Unit density bonus.

⁵Retail uses include destination retail uses as well as neighborhood and employment supportive uses, which are envisioned as a component of areas planned for Business, Keynote Employment Centers, Residential, High-Density Residential, and Industrial uses.

Current Land Use Patterns

The Route 28 Tax District has not been developed to date with the highest and best uses envisioned by the Revised General Plan primarily due to flexible zoning Districts and the existing small parcel ownership pattern. Notwithstanding its Keynote Employment Center and Business Community designation, the Corridor has evolved into a very diverse mix of uses. Older existing land uses and several aging, small retail areas present challenges to achieving the current vision for development within the Corridor. Plan policies state that the future development of the Corridor should be considered through a community plan process.

According to an analysis of the occupancy codes determined by the County Assessor's Office, the predominant use within the Tax District is industrial, representing approximately 17% of the land area, followed by miscellaneous commercial and improvements (13%), office (10%), retail/commercial services (10%), civic and institutional uses (6%), and residential (5%). Approximately 3,140 acres, or 39% of the District, is classified as vacant land. An Existing Uses Based on Occupancy map is provided in Attachment 3, pg. A-15. A Subdivision map is also provided on pg. A-16.

Table 9: Existing Land Uses within the Route 28 Tax District based on Occupancy Code²⁷

Land Use	Percent	Land Use	Percent
Vacant*	38.7%	Retail/Commercial Service	10.1%
		Auto Sales	0.5%
Industrial	16.6%	Bank	0.1%
Automotive Buildings	0.5%	Department Store	0.8%
Light Industrial	1.5%	Fast Food Restaurant	0.1%
Medium/Heavy Industrial	1.5%	Gas And Go	0.1%
Flex Warehouse	7.0%	Grocery Store	0.2%
Warehouse	6.1%	Motel/Hotel	0.9%
		Restaurant	0.2%
Miscellaneous	12.8%	Retail Store	1.9%
Miscellaneous Commercial	0.2%	Shopping Center	2.1%
Miscellaneous Improvement	12.6%	Recreational	3.1%
		Multiple Occupancies	0.0%
Office	10.1%		
Commercial Condo	2.5%	Civic & Institutional Uses	6.4%
Medical Building	0.0%	Church	0.5%
Office Building	7.6%	Educational**	0.9%
		Government Property	4.9%
		Residential	5.4%
		Multi Family	2.1%
		Residential Condos	0.4%
		Single Family	1.8%
		Town Houses	1.1%

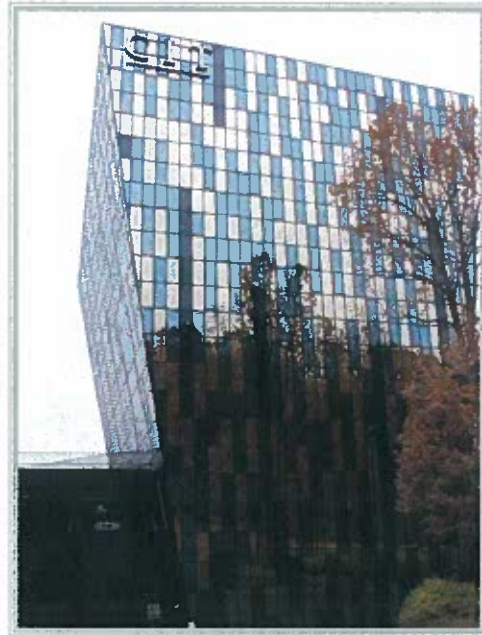
* The vacant land category may include parkland & Homeowners Association (HOA) land.

** Educational includes privately-owned daycare centers.

²⁷ Estimate based on a combination of data sources, including Loudoun County GIS records and Office of the County Assessor Occupancy Codes. Based on actual parcel acreage, excluding right-of-way. November 17, 2008.

Office Development

Office development within the Route 28 Tax District includes commercial condos, medical buildings, and office buildings. The office development is generally concentrated along the major corridors of Route 7 and Route 28. Developments consist of corporate headquarters like that of AOL, located within the Broad Run Business Center, Orbital Sciences, located within Steeplechase Industrial Park, the Center for Innovation Technology (CIT), Verizon, and one story to multi-story buildings within areas such as Loudoun Tech Center. Much of the other office development within the Tax District consists of low-intensity one or two-story flex office buildings that contain a mix of services and light industrial uses. The area also contains community-serving professional office buildings like the medical offices located within the Countryside Professional Offices.



The Center for Innovation Technology (CIT) is an example of office development within the Route 28 Tax District.

Major office parks within the Route 28 Tax District include Beaumeade, Broad Run Business Center, Broad Run Professional Condo, Dulles 28 Centre, University Center, Loudoun Tech Center, Steeplechase, Gateway North, Loudoun Center, Loudoun Square, Merritt, Sterling Park Industrial Park, Dulles

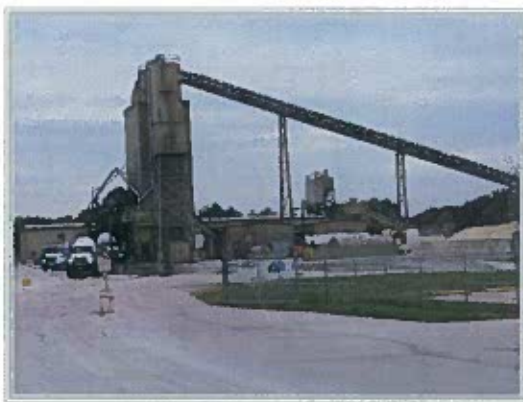


Orbital Sciences

Trade Center 1, Cape Court Commercial, Loudoun Business Park, Loudoun Parkway Commons, Meadowbrook Center, North Dulles Business Center, Oakbrook Commerce Center, Transamerica Business Park, Countryside Professional Offices and Twisted Oak Business Condos. Redskins Park, located just south of Loudoun Water's Broad Run Water Reclamation Facility, serves as the team's year-round practice field and corporate headquarters.

Industrial Development

Industrial space within the Route 28 Tax District includes automotive buildings, warehouse and flex warehouse, light industrial, and medium/heavy industrial, located within the Route 28 Tax District. The majority of the industrial uses are located in the southern part of the District, along the Route 606 Corridor and Sterling Boulevard, as well as along Woodland Road.



A concrete plant adjacent to Old Ox Road (Route 606)

Light industrial uses, including flex warehouse and smaller-scale manufacturing uses, are typically one to two-stories and are located closer to

Dulles International Airport, taking advantage of business opportunities associated with proximity to the airport. Many of these uses are located within industrial parks, which also include a mix of office and commercial retail uses. Heavier industrial uses are primarily located along the Route 606 Corridor; however, there are some industrial uses located along Woodland Road within the Woodland Road Industrial Park and the Shaw Road Corridor. Industrial uses are mostly airport-and construction-related businesses that often accommodate heavy trucks and construction equipment. Other industrial uses within the Route 28 Tax District include the Loudoun Quarry and numerous auto related uses.



The mix of tenants at Steeplechase Center.

Major industrial parks and developments within the Route 28 Tax District include Beaumeade, Woodland Road Industrial Park, Sterling Park Industrial Park, Staverton West, Steeplechase, Barr Dulles Business Center, Bays Dulles Industrial Park, Burger Industrial Park, Commonwealth Center, Prologis Park, Hallmark Business Park, Broad Run Business Center, and Prospect Industrial Park. These industrial parks tend to be ten years or older in age.

Retail and Commercial Service Development

Retail development within the Route 28 Tax District consists of the Dulles Town Center regional mall; shopping centers such as the Dulles 28 Centre, Parc City Centre, and CountrySide Marketplace; car dealerships such as Ferrari/Maserati, BMW of Sterling, CarMax, Don Beyer Volvo, and Brown's Nissan at Dulles 28 Centre; as well as numerous banks, restaurants, day care centers, and gas stations.

In addition, there are approximately 16 hotels and motels within the District and a number of recreational uses, including the Presidential Golf Club at Dulles 28 Centre, the Dulles Golf Center and Sports Park, and indoor athletic fields at the Dulles SportsPlex, located within Steeplechase. The large amount of retail within the Route 28 Tax District is reflective of the planned Destination Retail Overlays at several key nodes and interchanges as well as the area's significant residential and worker populations and the Route 7 and Route 28 corridors as a destination for shopping.



The Dulles Town Center Mall



The Restaurants at Ashburn Corporate Center

Residential Development

In 2000, the Route 28 Tax District comprised approximately 4% of the County's total population with an estimated 6,715 persons and 2,997 households, compared with 169,599 residents and 62,160 households within Loudoun County as a whole. In 2008, the Route 28 Tax District continued to comprise approximately 4% of the County's total population with an estimated 11,274 persons and 5,552 households, compared with 278,591 residents and 104,102 households within Loudoun County as a whole. Between 2000 and 2008, the Route 28 Tax District saw an increase of 1,824 multi-family (MF) units, 614

single-family attached (SFA) units and 117 single-family detached (SFD) units²⁸.



Parc Dulles near the Dulles Town Center

Today, there are approximately 350 SFD homes and 2,175 townhouses located within the Route 28 Tax District. The apartment complexes within the Tax District are located primarily along Route 7, including within University Center, around the Dulles Town Center (Remington and Parc Dulles), and the Field at Cascades located just west of Cascades Parkway. There are also a number of multifamily

condominiums, including Southglen and Chelsea Court Condominiums within University Center, Parkside at Dulles, and within the Dominion Station subdivision.

The residential areas are generally located along the Tax District's eastern boundary: near Sterling Park on both sides of the W&OD Trail (Peace Plantation/Dominion Station) and the Oakgrove area, north of Route 606 near the County boundary. Residential developments within these areas include the following:

- Peace Plantation (189 SFD and 460 SFA),
- Grovewood (268 SFA),
- Trailside (230 SFA),
- Dominion Station (219 SFA),
- Jefferson Village (173 SFA),
- Riverside Villages (165 SFA),
- University Center (159 SFA),



The townhouse community of Dominion Station

²⁸ Source: U.S. Census Bureau, Census 2000; Loudoun County Department of Management and Financial Services, 2008 population and housing estimates, October 3, 2008. Route 28 Tax District: U.S. Census Bureau, Census 2000 blocks and Loudoun County Department of Management and Financial Services.

- the Collonade at Dulles Town Center (155 SFA),
- Tall Oaks (142 SFA),
- Old Sterling Gable (111 SFA),
- Rockhill Center Estates (33 SFD and 40 SFA),
- Regents Walk (49 SFA),
- Brooks Property (46 SFD),
- the Eden Tract (23 SFD), and
- Cedar Green (8 SFD).

There are also a number of larger-lot, single family detached homes within a portion of Old Sterling Park along Cedar Green Road.

In addition to these existing subdivisions, there are several residential communities that have been approved but remain unbuilt, including Victoria Station (approved for 116 multi-family units at 7.3 dwelling units per acre), the Hall Road Property (42 townhouse units at 10 dwelling units per acre), the Townes at Autumn Oaks (179 townhouse units at 7.5 dwelling units per acre), and the Gatherings at Cascades Overlook (440 active adult age restricted multi-family units). See the Approved and Active Applications map and table in Attachment 3, pgs. A-17 & A-18. With the exception of a small portion within Old Sterling Park, the majority of the housing in the area was developed in the early to mid 1990s.

Civic and Institutional Uses



Christian Fellowship Church in Beaumeade Corporate Park

Civic and institutional uses within the Route 28 Tax District include a number of churches, educational uses, and government-owned properties. There are approximately six churches within its boundaries, including Christian Fellowship Church within Beaumeade Corporate Park, Faith Bible Church, Guilford Baptist Church, Iglesia de Dios Pentecostal Church, Oak Grove Baptist Church, and New Covenant Fellowship Church.

Educational uses within the Tax District include the George Washington University Virginia Campus within University Center, established in 1991 as the University's research and technology campus. Additionally, several daycare centers are also within the District, including the Goddard School along Route 7,

Kindercare near the Dulles Town Center, La Petite Academy north of Route 7, Chesterbrook Academy and Crème de la Crème just west of Cascades Parkway, and the Childrens' Creative Learning Centers within the AOL campus.

The County owns and leases a number of properties within the Route 28 Tax District. These include the Claude Moore Community Center (formerly the Sterling Annex) as well as property located at Ridgetop Circle, which houses the Loudoun County Treasurer and Commissioner of Revenue, the Eastern Loudoun Mental Health Center, and County training facilities. The County also leases a communication



George Washington University's Virginia Campus in University Center

tower within Woodland Industrial Park and property at the Dulles Town Center mall for a Sheriff field office. North of Route 7 are additional County facilities and properties, including Bles Park, Countryside Park, and a Sheriff's Office Substation and the Northern Virginia Criminal Justice Academy (NVCJA) within University Center (A Public Facilities and County Properties map is provided in Attachment 3, pg. A-19). The Route 28 Tax District also contains the Ashburn Post Office in Beaumeade Corporate Park and a United States Postal Service (USPS) Dulles Mail Processing and Distribution Center on Prentice Drive.

In 2008, Loudoun Water began operations at the Broad Run Water Reclamation Facility, located east of Beaumeade, to supplement capacity at the Blue Plains facility. This advanced wastewater treatment facility that serves eastern Loudoun County is located alongside Loudoun Water's Operations and Maintenance Facility and a new Administrative Services Facility²⁹.

²⁹ Loudoun Water. 2008. Broad Run Water Reclamation Facility. Retrieved on November 18, 2008. Available at <http://www.loudounwater.org/BRWRF/>

Active Applications

As of September 2008, there are currently 36 active applications within the Route 28 Tax District, including 4 Zoning Ordinance Modifications (ZMODs), 10 Zoning Map Amendments (ZMAPs), 3 Zoning Concept Plan Amendments (ZCPAs), 17 Special Exceptions (SPEXs), and 2 Commission Permits (CMPTs) (see Table 11). An Approved and Active Applications map with a corresponding table is provided in Attachment 3, pgs. A-17 & A-18.

These active applications include several comprehensive sign plans and several requests to permit Special Exception uses within existing developments and buildings. Of the 10 total rezoning applications, six are requesting conversion from the 1972 Zoning Ordinance to the Revised 1993 Loudoun County Zoning Ordinance. Other requests are to allow the expansion of an existing concrete plant along Route 606 and the construction of a monopole and recycling center. Three applications proposing residential uses are also currently being reviewed by the County - Parc Dulles II (ZMAP 2002-0017, SPEX 2008-0027, and SPEX 2008-0026) for 599 multifamily units, office and a fire and rescue station; Dulles Town Center (ZMAP 2007-0001 and ZCPA 2007-0001); and Dulles World (ZMAP 2008-0018 and SPEX 2008-0052). The Dulles Town Center applications propose to rezone approximately 198 acres surrounding the existing regional mall for a mixed use project consisting of 1,230 multifamily units, approximately 4.1 million square feet of office, and 850,000 square feet of commercial uses, including a hotel. The property is located within the Comprehensive Plan-designated Urban Center. Dulles World, located northeast of the intersection of Innovation Drive, proposes to rezone approximately 75 acres from Planned Development Research and Development Park (PD-RDP) to Planned Development Town Center (PD-TC) to allow 32 single family attached units, 1463 multi-family units, 2,721,250 square feet of office, 673,350 square feet of retail and service uses, and 451,000 square feet of hotel uses.

In addition, several applications have been submitted to the County that are in checklist review. These include Kincora (ZMAP 2008-0021, SPEX 2008-0054), located at northwest of the intersection of Nokes Boulevard and Sully Road, which proposes to rezone approximately 397 acres from Planned Development Industrial Park (PD-IP) to Planned Development Mixed Use Business (PD-MUB) and includes a special exception application for a recreation facility, office and auxiliary uses. Another application is Baronwood (ZMAP 2008-0019), which is located east of the intersection of Severn Way and Sully Road and proposes a zoning conversion of 9 acres from PD-IP in the 1972 Zoning Ordinance to PD-IP in the Revised 1993 Zoning Ordinance.

Table 11. Active Applications within the Route 28 Tax District (as of November 2008)

Application Name	Application Number	Description
AOL	ZMAP-2008-0011	<ul style="list-style-type: none"> Rezone Lots 41A-A1, 41A-1B-1A, 41A-1B-1B, and 41A-1B-1C of the America Online Campus from PD-IP (Planned Development-Industrial Park) under the 1972 Zoning Ordinance to PD-OP under the Revised 1993 Zoning Ordinance, reconfigure the lot lines around existing buildings, and adjust the tree canopy amount required on each lot.
Ashby Ponds Comprehensive Sign Plan	ZMOD-2007-0009	<ul style="list-style-type: none"> Comprehensive Sign Plan
Atlantic Corporate Park Sign Plan	ZMOD-2008-0005	<ul style="list-style-type: none"> Comprehensive Sign Plan
Broad Run Technology Park	SPEX-2004-0027	<ul style="list-style-type: none"> SPEX to amend SPEX 1999-0021 to permit up to 1,140,000 square feet of office uses
Dulles 28 Centre	ZCPA-2007-0003	<ul style="list-style-type: none"> Amend ZMAP 1989-0021 and ZCPA 1998-0007 to expand the square footage of permitted hotel/office use by 50,000 square feet and to change the mix of uses permitted west of Pacific Boulevard.
Dulles Town Center	ZMAP-2007-0001 ZCPA-2007-0001	<ul style="list-style-type: none"> Rezone approximately 198.02 acres from PD-OP & PD-IP to PD-OP, PD-TC and PD-CC(NC) for office and mixed use development ZCPA to amend the concept development plan and proffers of ZMAP-1990-0014, Dulles Town Center to allow a mix of office, retail and multi-family residential in a town center format
Dulles World	ZMAP 2008-0018 SPEX 2008-0052	<ul style="list-style-type: none"> Rezone approximately 75 acres from Planned Development Research and Development Park (PD-RDP) to Planned Development Town Center (PD-TC) to allow 32 single family attached units, 1463 multi-family units, 2,721,250 square feet of office, 673,350 square feet of retail and service uses, and 451,000 square feet of hotel uses.
Eastern Loudoun Respite Center	ZMAP-2008-0006	<ul style="list-style-type: none"> Rezone approximately 132 acres from 1972 Zoning Ordinance PD-RDP to Revised 1993 Zoning Ordinance PD-RDP for 4,000 sf adult day-care facility.
Equinix Data Center	ZMAP-2008-0013 SPEX-2008-0041	<ul style="list-style-type: none"> Rezone from the 1972 Zoning Ordinance PD-IP to the Revised 1993 Zoning Ordinance PD-IP. SPEX to allow .80 FAR pursuant to Sections 4-504(C) of the Revised 1993 Zoning Ordinance.
George Washington University	ZCPA-2004-0001	<ul style="list-style-type: none"> Amend ZMAP 1992-0004 and ZCPA 1992-0009 to remove use restrictions and to revise certain transportation proffers.
Graybar Electric Lot 4a	ZMAP-2007-0009 SPEX-2007-0050	<ul style="list-style-type: none"> Rezone from PD-IP, governed under the 1972 Zoning Ordinance to PD-IP, governed under the Revised 1993 Zoning Ordinance SPEX to permit an outdoor accessory storage use in the PD-IP Zoning District.
Herndon Recycling Center	SPEX-2008-0028 CMPT-2006-0008	<ul style="list-style-type: none"> SPEX and CMPT to allow structure for local government purposes and a recycling drop-off collection center in the R-1 Zoning District pursuant to Section 3-103 (Y) and (L) respectively.
Lakeview At University Center Sign Plan	ZMOD-2008-0008	<ul style="list-style-type: none"> Comprehensive Sign Plan
Nexei - Jakboub Site #Va3891a	SPEX-2007-0009 CMPT-2007-0011	<ul style="list-style-type: none"> SPEX and CMPT to permit the construction of a 130 ft. monopole and a 240 square foot equipment shelter.
Paragon Park - Warehouse, Auxiliary Uses, Hotel, and Office	SPEX-2008-0009 SPEX-2008-0008 SPEX-2007-0034 SPEX-2007-0025	<ul style="list-style-type: none"> Allow approval of 100% office use with the option to develop a warehouse, auxiliary uses (restaurant, bank, hotel, service station, personal services), and a hotel as SPEX under the 72 PD-IP Zoning District.
Parc Dulles II	ZMAP-2002-0017 SPEX-2008-0027 SPEX-2008-0026	<ul style="list-style-type: none"> Rezone approximately 34 acres from the PD-IP (Planned Development - Industrial Park) District to the R-16 (Townhouse / Multifamily Residential) zoning District in order to develop 599 multifamily units at a density of 17.6 dwelling units per acre. Also SPEX for office and a fire and rescue station.
Park 28	SPEX-2008-0033	<ul style="list-style-type: none"> Allow 100% office at 0.4 FAR (194,366 sf) in PD-IP ("72).
Route 606 Concrete Plant	SPEX-2007-0043	<ul style="list-style-type: none"> SPEX to allow the expansion of an existing concrete plant in the PD-GI Zoning District and to bring use into compliance with the 1972 Zoning Ordinance.
Schmitz Industrial Park L 20,40a,41a, 42	ZMAP-2008-0001 SPEX-2008-0001	<ul style="list-style-type: none"> Rezone approximately 7.9 +/- acres to PD-IP governed under the Revised 1993 Zoning Ordinance. SPEX to permit certain uses under Section 4-504 of the Revised 1993 Zoning Ordinance.
Steeplechase 2 Lot 30	ZMAP-2008-0008	<ul style="list-style-type: none"> Rezone from 1972 Zoning Ordinance PD-IP to Revised 1993 Zoning Ordinance PD-IP.
Tall Oaks Subdivision L 1	ZMAP-2007-0006 SPEX-2007-0054	<ul style="list-style-type: none"> Rezone from PD-IP under the 1972 Zoning Ordinance to PD-IP under the Revised 1993 Zoning Ordinance with a zoning modification to modify the setback from Cascades Parkway from 75' to 35'. SPEX for office in the PD-IP zoning District.
Woodland Industrial Park L 9	ZMOD-2006-0012 SPEX-2006-0021	<ul style="list-style-type: none"> SPEX to permit an outdoor storage yard for container storage for contractor equipment in PD-GI administered under the 1972 Zoning Ordinance. Modify the required buffer yard.

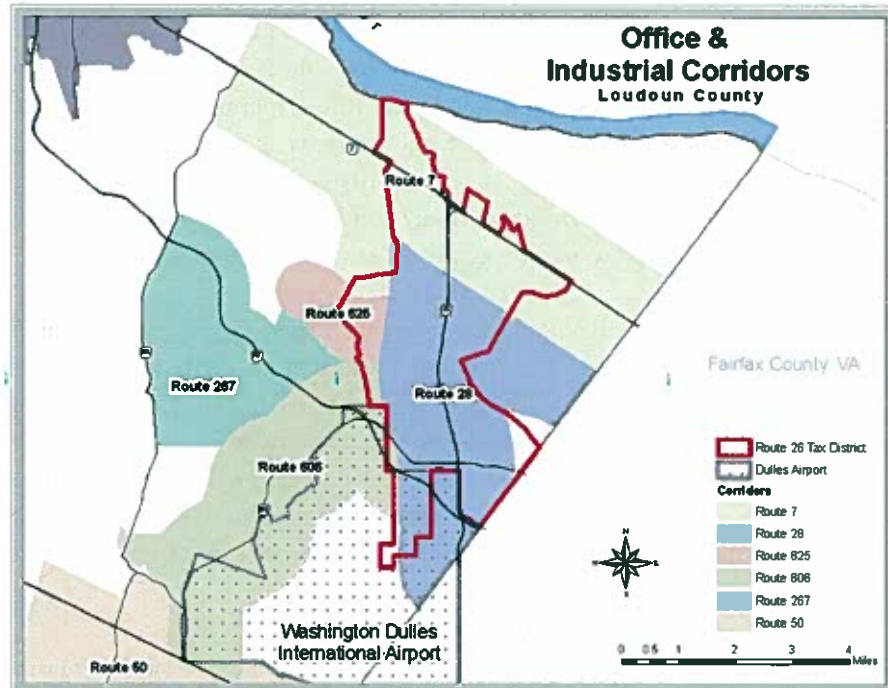
Economic Development

Major Corridors

Loudoun County has six distinct office and industrial corridors. They include:

- Route 7 – office and research uses;
- Route 28 – office, business uses, and destination retail;
- Route 50 – business uses and heavy industrial;
- Route 606 – industrial uses;
- Route 625 – office and business uses; and
- Dulles Greenway (Route 267) – high-density and high-end office.

Using identifiable corridors as an analysis tool allows the County to more readily market properties to perspective occupants. The borders of the Route 28 Corridor are not coincident with the defined boundaries of the Route 28 Tax District (see figure below). In addition to the Route 28 Corridor, the Route 28 Tax District encompasses portions of the Route 7, Route 625, and Route 606 Corridors.



Office and Industrial Corridors within Loudoun County

Reports and Studies

A Market Analysis has never been completed solely for the Route 28 Corridor. An Economic Development Market Analysis of Eastern Loudoun County Office and Industrial Land was completed in April 2004. The Loudoun County Department of Economic Development embarked upon the study to identify the County's development potential during the economic expansion of the mid-2000s. The 2004 Analysis included several key findings. The first was that Eastern Loudoun County had a large amount of land zoned for office and industrial uses of which about 1/3 of the acreage was developed. Further analysis revealed a trend toward under-development with a density of 0.14 FAR,³⁰ well below the maximum allowed by the Zoning Ordinance. While the Analysis found that a substantial amount of the vacant usable land was potentially available within three years, only about 2% was subdivided in business parks with available infrastructure and offered for sale to businesses and developers. The balance of the land was available in large tracts and build-to-suit lease options.³¹

The 2004 Analysis found that the developed density in the Route 28 Corridor was 0.24 FAR, consistent with a surface-parked 1 and 2-story development pattern, which is below the allowed density of 0.40 FAR. Of the vacant acreage in the Route 28 Corridor, a majority is viewed as developable within 0 to 3 years. However, only 86 acres of the developable lands were available for lot sale, which is land that is subdivided, has infrastructure, is ready for development, and is offered for sale. The lot sale category is the most desirable for potential businesses and developers. The majority of the land developable in 0 to 3 years was concentrated in the developer/build-only category, which was not likely to be sold but which would be available as a build-to-suit option.³²

An update of the Route 28 Corridor information was most recently completed in December 2007. The Analysis found that there were 794 acres and 8.4 million square feet developed at a density of 0.24 FAR. Additional land, 627 acres, were available for development in the next 3 years. However, 550 acres, or 49%, were classified as developer/build-only, which are typically not available for sale. Overall, usable vacant land amounted to 1,127 acres. If developed to the maximum FAR allowed, 0.40 for most properties, 18.3 million square feet of uses could potentially be developed.³³

³⁰ Floor Area Ratio – the density of a site calculated by dividing the total building square footage by the total property square footage.

³¹ Market Analysis, April 2004, p. v.

³² Market Analysis, April 2004, p. 19

³³ Office and Industrial Land Summary, Route 28 Corridor, Table V, December 2007.

As of October 2008, County-wide monthly economic indicators found for developed properties, vacancy rates of 17% for office uses, 20% for flex-industrial uses, and 9% for industrial uses, generally reflecting the national economic downturn.³⁴

Development Potential

Loudoun County could achieve significant economic development growth in the Route 28 Tax District. The 2004 Market Analysis recommended that to fully capitalize on business expansion, land within the Route 28 Corridor should be developed in concert with County plans and guidelines. Such a strategy would encourage higher-density development, improve the attractiveness of the Corridor, and avoid land use conflicts.

The proximity of the Dulles International Airport is a major incentive for businesses to locate along the Route 28 Corridor. However, while the PD-IP zoning for the majority of properties within the Route 28 Tax District helps achieve compatibility with the Airport, many of the uses allowed under the zoning do not reflect the planned land uses for the area and could lead to an underdevelopment of the Corridor.

Several factors have been identified in this report that impact the development potential of the Route 28 Tax District. As stated previously, due to the controlling State legislation that created the District, zoning of each property within the Route 28 Tax District is frozen in time unless a property owner chooses to request a change through the legislative process. Complicated and confusing zoning may also discourage redevelopment in Loudoun County given that greater opportunities and by-right potential exists in neighboring Fairfax County.

Various factors may also be influencing current property owners to develop in a manner other than what is planned and at the maximum densities allowed. For certain owners, the property may already be zoned or developed under the desired zoning ordinance, whether for office, industrial, or commercial uses. Other owners may have no immediate intention to develop the property and may be holding it as a speculative investment. Further, properties already developed with industrial uses may be incompatible with future desired office development. Additionally, during an economic downturn, high-end office uses may be the first uses to suffer, as they are more expensive to build, leading to increased pressures for lower-density industrial or retail uses, particularly in high-visibility areas.

³⁴ Loudoun County Monthly Economic Indicators 2nd Quarter 2008 data, compiled October 2008, CoStar.

The Route 28 Tax District also features the Loudoun Quarry in its southern end. Quarry operations entail heavy truck traffic, dust, and piled aggregate and sub-soil. The Quarry is a heavy industrial use. Several other low-density uses are also sited at the southern end of the Corridor, including a car park, light industrial uses, and low-density commercial uses, which may preclude a high-density office gateway for the County. Such low-density development is not in conformance with Plan policies.

The Route 28 Tax District was established to help accelerate transportation improvements that would lead to non-residential economic development. Since the 1980's, County land use policies have been adopted to reflect this vision. Recent larger scale development proposals received by the County for review include mixed use projects where residential uses are a key component. Residential development is only possible through a "buy-out" of the District. The buy-out provision creates a challenge for the District because it does not provide guidance on how to address mixed-use development that includes both taxable commercial/industrial and non-taxable residential uses. Additionally, although the District receives these moneys during a buy-out, annual business contributions to the District are then lost, with potential impacts to the District tax rate and the capacity to complete outstanding projects

If the current trends within the Corridor continue, it is not likely that the County's land use goals for the Route 28 Corridor and the Tax District will be achieved. Numerous zoning Districts that don't reflect planned land use and "on the ground" development and recent land use proposals suggest further analysis of the long term vision of the Route 28 Corridor may be necessary.

Comparison with Fairfax County

Overall, Fairfax County is a more mature market compared to Loudoun County and, as such, has less vacant land available for new development.³⁵ The Route 28 Tax District within Fairfax County is generally coincident with Fairfax County's Dulles Suburban Center which is approximately 6,340 acres in size and planned for a "high quality, well conceived, integrated, and functional multiple use employment and residential sector."³⁶ The zoning in Fairfax is primarily industrial but office is allowed without legislative approval in most areas. Additionally, office uses were allowed within the Fairfax County portion of the

³⁵ Market Analysis, April 2004, p. 12.

³⁶ Fairfax County Comprehensive Plan, Dulles Suburban Center, pp. 6 & 8.

Route 28 Tax District when the District was created.³⁷ Much of that original zoning in Fairfax allows a 1.0 FAR by-right and more recent zoning Districts allow only a 0.50 or 0.70 FAR, with densities up to 1.0 FAR allowed by Special Exception.

Prior to the creation of the Route 28 Tax District, several properties in Fairfax requested and received approval for rezoning to industrial and office uses, anticipating the impact of planned roadway construction within the Route 28 Corridor. Currently, approximately 76 % of the study area in Fairfax is zoned for industrial and commercial uses (includes office, retail and service).³⁸ Based on these factors, zoning is not seen as a hindrance to the development of office uses in the Fairfax County portion of the Route 28 Tax District. In Loudoun, the Revised General Plan envisions regionally and nationally oriented office centers along the Route 28 Corridor; however, the Corridor is predominantly zoned for industrial parks (54%), while only 14% are zoned for office uses. Only the 1993 Revised Loudoun County Zoning Ordinance allows office uses by-right and, as a large part of the Route 28 Tax District still lies under the direction of the 1972 Loudoun County Zoning Ordinance, it is difficult to accomplish the vision of Keynote Employment.

Densities within the Fairfax's Dulles Suburban Center are approximately 0.50 FAR and are typically seen for large parcels with a multi-building development pattern. Buildings typically feature 5 to 6 stories, with a maximum of about 10 stories. Mixed-use densities have generally been approved for approximately 1.0 FAR.³⁹ In Loudoun, the Route 28 Corridor averages about 0.24 FAR with the predominant development pattern consisting of light industrial parks with buildings generally in the 1 to 3 story range. While the Revised General Plan calls for up to 1.0 FAR in Keynote Employment areas, the maximum density allowed by the zoning ordinance is 0.6 FAR and would require a zoning conversion to the 1993 Loudoun County Zoning Ordinance.

The Fairfax County Comprehensive Plan further divides the Dulles Suburban Center into areas that contain specific recommended land uses, intensities, and densities. It provides development options where the overall intensity may vary as long as identified performance criteria for traffic impacts, compatibility, and site-specific conditions are met.⁴⁰ For example, intensity could be increased to 1.5 FAR if rail becomes available in certain areas. Loudoun County's Comprehensive Plan does not provide options to increase intensity above 1.0 FAR in the Route 28 Tax District except in the designated Urban Center located

³⁷ Fairfax County Department of Planning & Zoning, personal communication, November 18, 2008.

³⁸ Fairfax County Comprehensive Plan, Dulles Suburban Center, p. 6.

³⁹ Fairfax County Department of Planning & Zoning, personal communication, November 18, 2008.

⁴⁰ Fairfax County Comprehensive Plan, Dulles Suburban Center, p. 20.

at the Route 28/Route 7 intersection. As in Fairfax, the density could be increased in the Urban Center to 2.0 if rail becomes available; however, given its location in the northern portion of the Tax District, this may not occur for many years.

Vacancy rates in Fairfax were approximately 13.6 % for finished office space and 11.5% for finished industrial/flex space, whereas in Loudoun, building vacancy rates were approximately 17% for office uses, 20% for flex-industrial and 9% for industrial uses.⁴¹ While the vacancy rate for office for the two counties are similar, the industrial and flex industrial vacancy rate in Loudoun is significantly greater. In comparison, full-service office rental rates within Fairfax County, are an average of \$27 per square foot and rental rates within Loudoun County, are an average of \$25 per square foot.⁴² While land values in Fairfax County may be higher than those of Loudoun County, rental rate differences between the two counties are minimal.

Given the ease of implementing higher density in the Fairfax zoning at the time the Route 28 Tax District was created and the specifics contained in its Comprehensive Plan, development in the Fairfax County portion of the Tax District has generally developed as envisioned while maintaining the financial viability of the Route 28 Tax District.⁴³

Circulation and Transportation

The road network in the Route 28 Tax District consists of a hierarchy of road facilities which, together with transit service and bicycle and pedestrian facilities, form a transportation system that serves the needs of the area's residents, businesses, commuters and visitors. The 2001 Revised Countywide Transportation Plan (2001 Revised CTP) is a companion document to the County's Comprehensive Plan. The CTP provides policy guidance and helps inform residents and employers of the County's approach to addressing mobility needs and how the future transportation system may impact a specific neighborhood or property. Major thoroughfares are part of the "regional" or "CTP" road network and form the backbone of the system; all other public roadways are categorized as local or secondary roads.

⁴¹ Fairfax County EDA, Real Estate Report, Yearend 2007. April 2008 and Loudoun County Monthly Economic Indicators 2nd Quarter 2008 data, compiled October 2008, CoStar.

⁴² Historical Vacancy Report, 4th Quarter 2008, CoStar.

⁴³ Fairfax County Department of Planning & Zoning, personal communication, November 18, 2008.

Existing Road Network

All regional roads are classified into one of four categories (as defined by the 2001 Revised CTP) based on the roadway's function in the overall network. All public roads in unincorporated areas of Loudoun County – including the Route 28 Tax District – are maintained by the Virginia Department of Transportation (VDOT). The regional road network consists of:

Principal Arterials are roads that primarily serve regional and intrastate traffic, with access from minor arterials and major collectors. *Routes 7 and 28* are principal arterials.

Minor Arterials are roads that primarily serve commuter traffic, with access from major and minor collectors. *Sterling Boulevard* is a minor arterial.

Major Collectors carry traffic through the County, providing connections between arterials. *Examples of major collectors include the Route 28 parallel roads (Atlantic Boulevard/Davis Drive and Pacific Boulevard (south of the W&OD Trail)); Old Ox Road (Route 606); Innovation Avenue; Moran Road; portions of Cedar Green Road; Waxpool Road; Church Road (west of Cascades Parkway); Nokes Boulevard; and City Center Boulevard.*

Minor Collectors carry traffic from local subdivision streets to major collectors and/or arterials. *Examples of minor collectors include Rock Hill Road (south of Route 606); Shaw Road; Potomac View Road; Woodland Road; and portions of Pacific Boulevard (north of the W&OD Trail); Church Road (east of Cascades Parkway); and Sugarland Road.*

According to the Virginia Department of Transportation's (VDOT) most recent traffic volume estimates (Annual Average Daily Traffic, or AADT⁴⁴), the roadway that carried, on average, the most daily traffic in the Route 28 Tax District in 2006 was Route 28 south of Route 625 to the Fairfax County border, followed by Route 7 and Waxpool Road (Route 625) west of Route 28 (see Table 12)⁴⁵.

⁴⁴ The Annual Average Daily Traffic, or AADT, is the estimate of typical daily traffic in both directions on a road segment for all days of the week, Sunday through Saturday, over the period of one year.

⁴⁵ Virginia Department of Transportation (2006). Daily Traffic Volume Estimates Including Vehicle Classification Estimates. Jurisdiction Report 53. Prepared by the Traffic Engineering Division in cooperation with the U.S. Department of Transportation Federal Highway Administration.

Table 12: Annual Average Daily Traffic (AADT) on roads within the Route 28 Tax District in 2006

Roadway	AADT
Route 28 south of Route 625 to Fairfax County border	106,000
Route 7	73,000
Waxpool Road (Route 625)	46,000
Route 28 north of Route 625	41,000
Old Ox Road (Route 606)	30,000 – 33,000
Sterling Blvd	19,000 – 27,000
Church Road (Route 625)	8,900 – 24,000
Cascades Parkway	13,000 – 24,000
Shaw Road	9,800 – 14,000
Potomac View Road	7,300

Please note that a range is provided when a roadway is divided in numerous segments, each of which has a different traffic volume estimate.

SOURCE: Virginia Department of Transportation (2006). Daily Traffic Volume Estimates Including Vehicle Classification Estimates. Jurisdiction Report 53.

Planned Future Road Network

Much of the regional road network within the Route 28 Tax District has been completed, but several key gaps remain unbuilt in the network as identified in the 2001 Revised CTP (See the Route 28 Tax District with CTP Roads per Adopted 2001 Countywide Transportation Plan map on pg. A-23 of Attachment 3).

Planned new regional roadways/connections to be constructed in the future include:

Atlantic Boulevard

between Magnolia Drive and Church Road (opposite Davis Drive)

Belfort Park Area

additional road connections/realignment of existing roads in the area bounded by Route 28, Church Road, Davis Drive, and Sterling Boulevard

Davis Drive

between Yeager Court and Route 606

Nokes Blvd./Gloucester Parkway

between Route 28 and Broad Run (in conjunction with a portion of Pacific Boulevard described below)

<u>Pacific Boulevard</u>	between Russell Branch Parkway at Broad Run and Auto World Circle (just south of the W&OD Trail)
<u>Pacific Boulevard</u>	between Dresden Street and Cedar Green Road
<u>Route 789 Extended</u>	between Loudoun County Parkway (west of Broad Run) to existing Lockridge Road just north of the existing Lockridge/Moran Road intersection (this road will provide an additional connection across Broad Run between the existing Waxpool Road and the Dulles Greenway crossings)
<u>Shaw Road</u>	from just south of Route 606 to Innovation Avenue

Existing regional roads planned to be widened in the future include:

<u>Route 28</u>	planned to be widened from a six-lane to an eight-lane facility for its entire length within Loudoun County
<u>Route 606</u>	planned to be widened from a four-lane to a six-lane facility west of Pacific Boulevard

Other existing regional roads, including segments of Rock Hill Road, Shaw Road, Moran Road, Cedar Green Road, Church Road, and Sugarland Road, are planned for widening from two-lane to four-lane facilities.

Ongoing Projects/Studies

The County is in the process of updating the 2001 Countywide Transportation Plan, largely through the development of corridor analyses for various major thoroughfares throughout the County. An updated draft plan is scheduled to be presented to the Planning Commission in early 2009. Additionally, a number of transportation projects are underway to further complete the regional road network in the Route 28 Tax District, as well as several ongoing studies to improve operations and safety on existing portions of the road network. The Route 28 Tax District contains three of Loudoun's "Ten Most Dangerous

Intersections” for 2007, as identified by the Loudoun County Sheriff’s Office. The three intersections identified within the Route 28 Tax District, along with the number of crashes reported in 2007, are:

- Route 28/Route 606 (52 crashes)
- Route 28/Waxpool Road (40 crashes)
- Waxpool Road/Pacific Boulevard (37 crashes)

Ongoing projects and studies to improve traffic operations and safety within the Route 28 Tax District include:

Route 28 Corridor Improvements

The Route 28 surface transportation improvements funded by the Tax District are being completed in three phases. Phase I, begun in 1989 and completed in 1991, included the widening of 14 miles of Route 28 between Route 7 and Interstate 66 from two lanes to six lanes and upgrading three major intersections, including the construction of the Route 28 interchanges at Route 7 and at the Dulles Toll Road in the early 1990s.

Phase II improvements to Route 28, which are currently underway, include the construction of 10 grade separated interchanges, five in each County. It is being financed and carried out under a Public Private Transportation Act (PPTA) construction contract. This public/private partnership was initiated in October 2002 and has constructed interchanges along Route 28 at Route 606, Sterling Boulevard, Waxpool/Church Roads, and a partial interchange at Innovation Avenue. An interchange at Nokes Boulevard – the final interchange on Route 28 to be built in Loudoun County – is currently under construction and is estimated to be completed in January 2009. Certain segments of the Route 28 parallel roads also have been or are in the process of being constructed in conjunction with the project (e.g., the remainder of Davis Drive between Church Road and Sterling Boulevard; segments of Pacific Boulevard between Sterling Boulevard and Cedar Green Road and between Severn Way and Gloucester Parkway/Nokes Boulevard). Once the Nokes Boulevard interchange and necessary portions of the parallel roads are completed, all traffic signals along Route 28 will be removed and the road will become a limited access highway.

Phase III, the final phase of construction under the original scope of approved improvements, involves widening Route 28 from 6 to 8 lanes between Sterling Boulevard and Route 50. For additional details regarding the transportation improvements and funding associated with the Route 28 Tax District, see Table 13 and Attachment 2.

Table 13: Route 28 Corridor Phase II Improvements Construction Status, October 2008 (future improvements in blue)

Project	County	Status as of October 2008	Completion Date	Funding Source
Route 625 Interchange (Waxpool & Church Roads)		Interchange complete & open to traffic. Flyover bridge & Waxpool Road widened.	Fall 2005	Tax District
	Loudoun	Church Road widened. W&OD Trail Bridge completed.	Fall 2006	Tax District
Route 606 Interchange (Old Ox Road)	Loudoun	Interchange complete & open to traffic.	Spring 2005	Tax District
Route 846 Interchange (Sterling Boulevard)	Loudoun	Interchange complete & open to traffic.	Spring 2007	Tax District
Loudoun County Parkway (Rt 7 to Redskins Park)	Loudoun	Roadway complete & open to traffic.	Summer 2006	VDOT 2 nd roads & proffers
Pacific Boulevard (Sterling Blvd. to Cedar Green Road)	Loudoun	Roadway complete & open to traffic.	Spring 2007	Local gas tax & state revenue sharing
Innovation Avenue – Interchange Partial (CIT*)	Loudoun	Partial interchange complete & open to traffic.	Fall 2007	Tax District
Route 638 Interchange (Nokes Boulevard)	Loudoun	Construction plans approved. Right of Way acquisitions complete.	Winter 2009 (anticipated)	Tax District
		Construction & utility relocation underway.		
Pacific Boulevard (Severn Way to Nokes Boulevard)	Loudoun	Construction plans complete. Right of Way acquisitions complete.	Fall 2009 (anticipated)	Proffers & local gas tax
		Construction & utility relocation underway.		
Pacific Boulevard (Severn Way to Autoworld Way)	Loudoun	Design phase. Right of Way acquisitions in process. Under construction Spring 2009.	2010 (anticipated)	VDOT (not a PPTA project) RSTP, CMAQ
Innovation Avenue – Interchange Full (CIT*)	Loudoun	Construction plans complete. Right of Way acquisitions underway.	Summer 2009 (anticipated)	Proffer (not triggered)
		Construction & utility relocations scheduled to begin Fall 2008.		
Atlantic Boulevard (New Roadway)	Loudoun	Construction plans under review. Right of Way acquisitions underway.	Fall 2010 (anticipated)	Proffers, VDOT, No. VA transp. bond money
		Construction & utility relocation scheduled to begin Summer 2009.		
Air & Space Museum Parkway Interchange (formerly Barnsfield Road)	Fairfax	Interchange complete & open to traffic.	Summer 2004	Tax District
Westfields Boulevard Interchange	Fairfax	Interchange complete & open to traffic.	Fall 2005	Tax District
Route 668 Interchange (McLearn Road)	Fairfax	Interchange complete & open to traffic.	Summer 2006	Tax District
Route 657 Widening (Centreville Road)	Fairfax	Roadway complete & open to traffic.	Fall 2007	Unknown (not tax dist)
Braddock/Walney & Route 28 Intersection	Fairfax	Intersection modifications complete & open to traffic.	Summer 2007	Unknown (not tax dist)
Willard Road Interchange	Fairfax	Construction plans approved. Right of Way acquisitions complete.	Fall 2009 (anticipated)	Tax District
		Construction & utility relocations underway.		
Frying Pan Road Interchange	Fairfax	Construction plans approved. Right of Way acquisitions complete.	Fall 2009 (anticipated)	Tax District
		Construction & utility relocations underway.		

Source: 28Freeway.com and OTS Staff
CIT* – Center for Innovative Technology

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Pacific Boulevard

VDOT is currently in the design/build process for the segment of Pacific Boulevard between Auto World Circle (just south of the W&OD Trail) and Severn Way. The proposed roadway will be a four-lane divided facility and will include a bridge over the W&OD Trail; completion of this project is anticipated in early 2010. When completed and coupled with the segment of Pacific Boulevard (between Severn Way and Gloucester Parkway/Nokes Boulevard described above), this road will provide an additional ingress/egress option for the Dulles 28 Center development and will provide access to parcels on the west side of Route 28 once that road becomes limited access.

Atlantic Boulevard

VDOT is currently in the design/build process for the segment of Atlantic Boulevard between Magnolia Drive (just south of the Orbital campus) and Church Road (opposite Davis Drive). The proposed roadway will be a four-lane divided facility and will include a bridge over the W&OD Trail. When finished, this road will complete the Atlantic Boulevard/Davis Drive corridor from Route 7 south to Sterling Boulevard, providing additional north-south access along the east side of Route 28. The road will also alleviate cut-through traffic on Magnolia Drive within the Dominion Station community as an additional connection to Church Road will be provided. Completion is anticipated in early 2010.



The Cedar Green/Route 28 Intersection

Belfort Park Area

Changes to the existing and planned road network in the Belfort Park area (defined as the area bounded by Route 28, Church Road, Davis Drive, and Sterling Boulevard) are currently being discussed by the Belfort Park Task Force. The Task Force, comprised of representatives from businesses and residential communities in the area, as well as County officials, was formed by the

Board of Supervisors in February 2008 to address access issues resulting from the construction of the Route 28 interchange at Waxpool and Church Roads, increased traffic due to the completion of Davis Drive between Church Road

and Sterling Boulevard, and VDOT's planned closure of Cedar Green Road to/from northbound Route 28. Specific proposed improvements to the road network have been presented to the Task Force, which is currently meeting on a monthly basis. Final recommendations of the Task Force will be forwarded to the Board of Supervisors in January 2009.

Waxpool Road Corridor Study

VDOT is conducting a corridor study on Waxpool Road between Route 28 and Loudoun County Parkway to identify measures to more effectively move traffic through the area. The study will identify locations with high crash frequency; identify areas and times of congestion; review turning movements at intersections; and review all signage leading to the Route 28 interchange. Final recommendations will be forwarded to the Board of Supervisors within the next six months and will include proposed changes regarding signage, physical barriers, pavement markings, signal timing, and pedestrian accommodations. Suggested future road improvements to improve traffic operations and pedestrian safety will also be included.

Transit Services

Two different types of transit services currently operate in the Route 28 Tax District:

Commuter Bus Service

Commuter Bus Service is operated during weekday peak periods by Loudoun County Transit to the West Falls Church Metrorail Station in Fairfax County and to locations within the core of the Washington, DC metropolitan area. Limited reverse commute service is also provided from the West Falls Church Metrorail Station to major employers within the Route 28 Tax District (such as AOL). This commuter bus service uses County-owned coach buses and is managed by County staff. At the present time, there are no park-and-ride lots served by the County's commuter buses within the Route 28 Tax District, although the Dulles North Transit Center, a regional park-and-ride lot with approximately 750 spaces, is located just outside of the Route 28 Tax District at the intersection of Lockridge Road and Moran Road on land owned by Dulles Airport. Commuter buses from the Dulles North Transit Center provide service to the West Falls Church Metrorail Station, Rosslyn, the Pentagon, and numerous locations in the District of Columbia. An additional park-and-ride lot is being considered in the vicinity of the Dulles Town Center mall. Other park-and-ride lots proximate to the Route 28 Tax District that are served by the County's commuter buses are located in nearby areas of the Potomac Community at Cascades, Lowes Island, and Broad Run Farms; service from these locations runs to the West Falls Church Metrorail Station.

Local Bus Service

Local Bus Service is operated by Virginia Regional Transit (VRT) on behalf of Loudoun County. VRT currently operates four routes in the Route 28 Tax District; three of these four routes (“7 to 7 on 7”, the “Dulles 2 Dulles Connector”, and the “Sterling/Countryside Connector”) converge at the Dulles Town Center mall, where connections can be made to VRT’s local service to Leesburg and other parts of Loudoun County. VRT’s fourth route in the Route 28 Tax District, the “Ashburn Village Connector”, provides service to the Dulles 28 Centre development near Wegmans. A connection can be made from the “7 to 7 on 7” to the Fairfax Connector bus system at the Town Center Plaza shopping center (Route 7 and Dranesville Road), and a connection from the “Dulles 2 Dulles Connector” to the Metrobus system can be made at Dulles Airport. VRT local fixed route bus service generally operates between 7 AM and 7 PM weekdays, with limited weekend service provided within the Route 28 Corridor.

Loudoun County is currently developing a County Transit Service and Infrastructure Plan (*Loudoun County Transit Plan*) to guide implementation of public transit alternatives over the next 20 years. The planned arrival of Metrorail is anticipated as part of these future transit plans, with the proposed Route 606 station (adjacent to the location of the existing Dulles North Transit Center) and the Route 28/CIT station just inside the Fairfax County line in the median of the Dulles Toll Road, likely to have the most significant affect on parts of the Route 28 Tax District in terms of commuting patterns and deployment of local feeder bus service to the station. A draft version of the Transit Plan is anticipated to be completed in January 2009.

Bicycle & Pedestrian Facilities

There are numerous bicycle and pedestrian facilities within the Route 28 Tax District, although the overall network remains incomplete. Along several roadways, worn dirt paths indicate the presence of regular foot traffic, for example, along Cascades Parkway. Other major roadways, such as Route 7 and Route 28 do not feature pedestrian and bicycle facilities. Overall, impediments to bicycle and pedestrian travel include a discontinuous network, a lack of crossing facilities, and high-speed traffic. The Washington & Old Dominion (W&OD) Trail is the most significant non-motorized facility in Eastern Loudoun and in the Route 28 Tax District in particular, providing connections along its route to various neighborhoods and businesses.

The County's Bicycle & Pedestrian Mobility Master Plan, adopted by the Board of Supervisors in 2003, provides the basis for County policy on non-motorized transportation. The Mobility Master Plan includes a Bicycle and Pedestrian Network Map that identifies the primary routes and locations that should be improved to provide a connected bicycle and pedestrian network. Routes 7 and 606 are both designated as Baseline Connecting Roadways in the Mobility Master Plan. Baseline Connecting Roadways were selected to provide comprehensive bicycle and pedestrian connectivity throughout the County and its most populated areas. Route 28 is not designated as a Baseline Connecting Roadway due to its future status as a limited access highway. However, both Atlantic and Pacific Boulevards, the parallel East and West Collector Roads for Route 28, are designated as Baseline Connecting Roadways.

Natural Environment

The Route 28 Tax District contains several natural resources including, rivers and streams, ponds, forested areas, and steep slopes (See the Existing Conditions Map in Attachment 3, pg. A-20). The defining natural features of the community are the two watersheds (Broad Run, and Potomac Basin Number

One), all of which drain into the Potomac River, and the numerous streams which include Broad Run, Cabin Branch, Indian Creek, and several unnamed tributaries. Based on the County's Geographic Information System (GIS) records, approximately 1,977 acres of the Tax District, or 21%% of the total land area, contains major, minor, or Potomac floodplain. The



The Broad Run stream just south of Waxpool Road

forested lands that remain in the District are associated with either the floodplain of the Broad Run or are located on scattered undeveloped parcels

Water quality assessments for the main branch of Broad Run have been performed by the Virginia Department of Environmental Quality (DEQ). DEQ has determined that the main branch of Broad Run is impaired based on levels of PCBs (Polychlorinated Biphenyls) in fish tissue. The source for the impairment has not been determined. The main tributaries to Broad Run, and

those draining directly to the Potomac River in the Tax District have not been assessed⁴⁶.

The Virginia Department of Game and Inland Fisheries (VDGIF) has identified a heron rookery with more than 40 nests on a portion of Broad Run south of the Route 7 Bridge. Rookeries are considered to be a critical wildlife resource and are protected by both state and federal law. VDGIF has also identified occurrence of the State Threatened Wood Turtle within upstream tributaries of Broad Run.



A heron rookery adjacent to Broad Run. Photo courtesy of Robert Baling, Loudoun County Department of Building & Development

In addition, steep and moderately steep slopes are present, primarily within or adjacent to the stream valleys and surrounding the Loudoun Quarry. The Route 28 Tax District contains some soil types that are categorized as having very poor

development potential due to wetness, plasticity and rock. Diabase, actively quarried at the Loudoun Quarry, is a hard, brittle rock used as a base component for construction of roads and for building foundations. Approximately 145 acres of land is quarried at the Loudoun Quarry.



The Loudoun Quarry

Historic Resources

The presence of environmental features such as the Broad Run played a significant part in the early settlement and land use pattern of the Route 28 Tax District. Although not much is known about Native American use and

⁴⁶ Department of Environmental Quality (2006). Final 2006 305(b)/303(d) Water Quality Assessment Integrated Report, Approved by EPA on October 16, 2006. Available at <http://www.deq.state.va.us/wqa/ir2006.html>.

settlement in the area, several Native American camp sites of undetermined age have been identified within the Tax District. It is probable that additional archaeological sites could be discovered, particularly in the stream valleys of the Broad Run due to its historical importance as a water resource.

The Virginia Department of Historic Resources Data Sharing Service (DSS) identifies 44 surveyed historic sites and 107 identified archaeological sites in the Route 28 Tax District⁴⁷. Several notable historic surveyed resources in the area include the Broad Run Bridge and Toll House (VDHR 053-110) constructed in 1820 as part of the Alexandria-Leesburg Turnpike, present-day Route 7. The double span stone arched bridge was destroyed by tropical storm Agnes in 1972. The toll house located on the west end of the bridge was originally a one-story, three-bay structure and later expanded for use as a private residence.



Broad Run Bridge and Toll House, 1953 Photograph

The community of Old Sterling, located near the intersection of present day Route 28 and Church Road, was established in 1860 as a stop on the Alexandria, Loudoun & Hampshire Railroad (later the Washington and Old Dominion Railroad) known as Guilford Station. The community served as a small regional business and commerce center which catered to the needs of the surrounding farming community and transported farm products from the area into Washington. The community continued to be referenced as Guilford Station until 1887 when the name of the station was changed to Sterling. Present day Ruritan Circle Road, then called Railroad Street, served as the main street for the community, the post office, station, a mill, and several businesses were located on the street. The bed of the former Washington & Old Dominion Railroad

⁴⁷ Virginia Department of Historic Resources (2008). Data Sharing Services (DSS). Retrieved on April 2, 2008. Available at http://www.dhr.virginia.gov/archives/data_sharing_sys.htm.

(VDHR 053-0276), currently owned by the Northern Virginia Regional Park Authority, is listed on the National Register of Historic Places and functions as a multi-use trail connecting Purcellville with Alexandria (See the Conservation Lands Map in Attachment 3, pg. A-21).

Existing Infrastructure

Water and Sewer

Loudoun Water (formerly known as the Loudoun County Sanitation Authority



Loudoun Water's Broad Run Reclamation Facility

or LCSA) provides water and wastewater service to the Route 28 Tax District. The source of the tap water for customers within the District is the Potomac River through a purchase agreement with Fairfax Water and also the Goose Creek in Ashburn through a purchase agreement with the City of Fairfax. The Community's wastewater is treated by the D.C. Water and Sewer Authority (DCWASA) at their Blue

Plains Wastewater Treatment Plant. Blue Plains, located in southwest DC, is one of the largest facilities of its kind in the world. In 2008, Loudoun Water began operations at the Broad Run Water Reclamation Facility, located east of Beaumeade, to supplement capacity at the Blue Plains facility.

Other Utilities

Within the Route 28 Tax District, Dominion Virginia Power overhead transmission lines are present along sections of some of the roadways, along the W&OD Trail, and within many of the older industrial and commercial areas. In the newer areas, utility lines (electric, cable, telephone) have typically been buried. An existing electrical substation serving the Route 28 Tax District is located adjacent to the the Beaumeade Corporate Park along Smith Switch Road. A pending application for a second substation in Beaumeade, referred to

as the NIVO Substation, is currently being processed to provide additional electricity to the growing number of data centers in the area. A third electrical substation was approved but not constructed near the intersection of Route 28 and the future Gloucester Parkway, referred to as the Beco Substation, which would also serve a proposed data center.

The location of these substations in proximity to the electrical load centers and adjacent to existing 230 kV transmission lines, and existing distribution circuits has allow for the orderly development of the Districts electrical system. However, as a whole Route 28 Tax District consumes an enormous amount of electricity to support the numerous office and data centers located in the Corridor which will require additional infrastructure to be developed.

There are also approximately fifteen wireless telecommunication facilities in the Route 28 Tax District providing cell phone and data services to area residents and businesses (See the Telecommunication Facilities Map in Attachment 3, pg. A-22). Telecommunications facilities found in the area include five monopoles, one lattice tower, and nine facilities located on existing tall structures (five rooftop and four on overhead utility lines along the W&OD Trail).



Dominion Virginia Power transmission lines adjacent to the Presidential Golf Course

The Route 28 Tax District also contains an extensive fiber optic network which provides superior high-speed voice, video and data transmission. High speed fiber optics technology enables business, government, defense electronics and others to transmit large amounts of data safely and securely. The fiber infrastructure within the District is crucial to providing interconnectivity to other companies and networks worldwide, providing the Corridor a market advantage nationally as well as over other portions of the County.

ATTACHMENT 1

Enabling Legislation and Amendments

Enabled under Virginia State Code Title 15.2-4600, the Multicounty Transportation Improvement Districts Act states that “such a district may be formed upon the joint petition of owners of at least 51 percent of the land area or assessed value of the land in each county that is within the boundaries of the proposed district and that has been zoned or is used for commercial or industrial purposes.”¹ The Virginia State Assembly has amended the rules governing Multicounty Transportation Improvement Districts over the last two decades (Table A1). Initial legislation limited Multicounty Transportation Improvement Districts to 35 year terms.² The General Assembly amended this provision in 2000 and extended the term limit of the special tax districts created before 1990 to 15 years beyond the initial 35 years for a total of 50 years. Therefore, the District will expire in 2037 unless all obligations of the District and Commission have not been paid and fulfilled.³

The General Assembly also limited the ability of counties to change the zoning in the special tax districts in Section 15.2-4603. First amended in 1990, the new provision required that zoning and other land use regulations, including allowable uses, densities, setbacks, building heights, required parking, and open space, in force at the time of district creation remain in force for 15 years from the creation date unless the property owner requested otherwise. Two years later, the Assembly amended this provision to include requirements for landowners to meet environmental regulations. In 2002, amendments to this Section included adding “site plan regulations” to land use regulations in force at district formation and extending the expiration date to 2037 (coincident with the Route 28 Tax District expiration) or as long as outstanding monetary obligations exist.⁴

Finally, the General Assembly amended Section 15.4608 in 1993 to include a “buyout” provision. This provision requires property owners rezoning commercially or industrially zoned property to residential or institutional uses to “pay a sum representing the present value of the future special improvements taxes estimated by the county to be lost as a result” of the change. The sum is calculated using a formula agreed upon by Loudoun and Fairfax Counties, the Commission, and the Board. It does not include the incursion of future debt by the District into the calculation. Currently, the “buyout” provision is creating a challenge for the district because it does not provide guidance on how to address mixed-use development that includes both taxable commercial/industrial and non-taxable residential uses.⁵

¹ Virginia Code Section 15.2-4603.

² In 1997 the Virginia Assembly recodified the original multicounty transportation improvement district enabling legislation from Title 15.1 to Title 15.2. Legal references are to the recodified version of the Virginia State Code, Title 15.2.

³ Virginia Code Section 15.2-4603, 15.2-4616

⁴ Virginia Code Section 15.2-4603

⁵ Loudoun County Financial Management Services, personal communication, 14 November 2008.

Table A1: Summary of Virginia State Code Amendments Relevant to Route 28 Tax District, 2008

Act of Assembly	Adopted	Chapter	Amended Sections	Title	Relevant Amendments	Relevant Sections ¹
Adopted into State Code of Virginia	8-Apr-87	646	15.1-1372 to 15.1-1372.20	Primary Highway Transportation Improvement District in Multi-County Areas Act	35 year time limit on district -Abolition of district by landowner petition and BOS resolution -No provision on project completion	15.1-1372.3 (15.2-4603) 15.1-1372.15 (15.4601-15.4614)
Amend & Reenact	7-Mar-88, 29-Mar-88	69, 369	15.1-1372.7 & 15.1-1372.7:1	same	If zoning changes create deficit in tax revenue then tax district contribution reduced to satisfy deficit	15.1-1372.7:1 (15.4607)
Amend & Reenact	11-Apr-88	772	15.1-1372.5 to 15.1-1372.7, 15.1-1372.15, 15.1-1372.17- 15.1-1372.18	same	none	n/a
Amend & Reenact	9-Apr-90	855	15.1-1372.1 to 15.1-1372.6, 15.1-1372.7:1, 15.1-1372.8, 15.1-1372.10, 15.1-1372.12, 15.1-1372.13,	(title change) Transportation Improvement District in Multi-County Areas Act	Included "public mass transit system" into transportation improvements	15.1-1372.2, 15.1-1372.6 (15.4602, 15.4606)
					Provision that zoning ² at time of district creation remain in force for 15 years from creation date unless owner request otherwise	15.1-1372.3 (15.2-4603)
Amend & Reenact	5-Apr-92	758	15.1-1372.1 to 15.1-1372.6, 15.1-1372.7:1, 15.1-1372.8, 15.1-1372.10	(title change) Multicounty Transportation Improvement Districts Act	Added Purpose of Chapter including intent to "provide long-term zoning and land-use protection to district properties"	15.1-1372.2:1 (15.4601)
					-Provision that districts created before 1992 must meet Chesapeake Bay Preservation Act, Clean Water Act and EPA regulations or applicable state regulations -Rezoning before 1992 shall remain in effect regardless of owner initiation	15.1-1372.3 (15.2-4603)
Amend & Reenact	22-Mar-93	395	15.1-1372.3	same	none	n/a
Amend & Reenact	29-Mar-93	851, 870	15.1-1372.6, 15.1-1372.7:1	same	Allows properties to rezone to residential so long as they "buyout" of the tax district	15.1-1372.7:1 (15.2-4608)
Recodified	11-Mar-97	46	15.2-4600 to 15.2-4614	same	Recodified all prior amendments; reorganized and renumbered	all
Amend & Reenact	4-Apr-00	435	15.2-4603	same	District term extended 15 years beyond 35 years	15.2-4603
Amend & Reenact	7-Apr-02	770	15.2-4603, 15.2-4608, 15.2-4616	same	-Added "site plan regulations" to the land use regulations that remain in force at time of district creation -Land use regulations in force at time of district formation expire until the earlier of July 1, 2037, or so long as there remain any outstanding monetary obligations in the district or commission	15.2-4603
					-Abolition changed to the later of (i) the date specified in the authorizing resolution or (ii) 90 days following the date on which all obligations paid or fulfilled -Removed abolition power from landowner petition	15.2-4616

¹References in parentheses refer to the recodified section numbers.²Land use regulations include allowable uses, densities, setbacks, building heights, required parking, and open space in force in the district on July 1, 1989

ATTACHMENT 2

Transportation Improvements and Funding associated with the Route 28 Tax District

The Route 28 surface transportation improvements are being completed in three phases. Phase I, begun in 1989 and completed in 1991, included the widening of 14 miles of Route 28 between Route 7 and Interstate 66 from two lanes to six and upgrading three major intersections – constructing a full interchange at Route 50 and the Dulles Toll Road and a partial interchange at Route 7.¹ In 1988, the Virginia General Assembly authorized legislation becoming effective July 1, 1988 for the issuance of Commonwealth Transportation Board (CTB) revenue bonds up to \$160.7 million plus issuance expenses to finance these Phase I improvements. The legislation stipulated that the additional tax assessment in the District and funds allocated to the highway construction district in which Route 28 lies would reimburse the State for the bond debt service payments. In September 1988, the CTB issued \$138.5 million in revenue bonds for the District.²

Phase II improvements to Route 28 include 10 grade separated interchanges; five in each county. Phase II construction is being financed and carried out under a Public Private Transportation Act (PPTA)³ construction contract with Route 28 Corridor Improvements, LLC (Clark Construction Group and Shirley Contracting Company, LLC).⁴ In August 2002, Loudoun and Fairfax Counties, the CTB, and the Fairfax County Economic Development Authority (EDA) contractually agreed to finance the completion of six of the interchanges: Routes 625, 606, 846, and 668; Air & Space Museum; and Westfields Boulevard (Table A2).⁵ Commonwealth Transportation Board funds of \$75.4 million allocated from the state six-year primary and secondary road plan, the remaining initial CTB Route 28 bond authorization of approximately \$36.4 million, and bond funds issued by the EDA in 2003 and 2004 and backed by a moral obligation

¹ Dulles Town Center funded the completion of the Route 7 interchange under a proffer agreement.

² Fund 700 Route 28 Tax District; available from <http://www.fairfaxcounty.gov/dmb/lobs/2008/700.pdf>, Internet; accessed 10 November 2008. In 1992, the CTB issued \$111.68 million in Commonwealth of Virginia Transportation Contract Revenue Refunding Bonds and used them to refund the debt service on the outstanding 1988 bonds (Official Statement, Fairfax County EDA Transportation Contract Revenue Bonds (Route 28 Project) Series 2008, 3).

³ The PPTA of 1995 allows private entities to enter into agreements to construct, improve, maintain, and operate transportation facilities.

⁴ Phase II also became possible because the State Assembly extended the term expiration of the district from 35 years to 50 years in 2000 (see Table 3; Virginia Code Section 15.2-4603).

⁵ Fund 700 Route 28 Tax District; available from <http://www.fairfaxcounty.gov/dmb/lobs/2008/700.pdf>, Internet; accessed 10 November 2008; Loudoun County Board of Supervisor's Action Item: Route 28 Highway Improvement Project, 17 October 2006, 2.

of the two counties of approximately \$90.0 million contribute to a joint financing plan totaling \$201.7 million that funds the completion of these interchanges.⁶ As of summer 2007, Route 28 Corridor Improvements, LLC completed the six interchanges.⁷

Completion of the four remaining interchanges: Willard Road (including sidewalks and trails); Nokes Boulevard (including sidewalks and trails and replacement of the W&OD trail parking lot); Frying Pan Road; and Innovation Drive, is anticipated for Fall 2009.⁸ In October 2006, Loudoun and Fairfax Counties, the CTB, and the EDA approved funding and extended the PPTA construction contract for the final four interchanges approved for Phase II improvements, representing an accelerated completion date of at least five years earlier than the original estimates. The accelerated completion date was made possible by two factors that created the financial conditions to permit this proposed financing plan, the new Transportation Partnership Opportunity Fund (TPOF), a financing program administered by the Governor, and extraordinary growth in the District revenues since 2002.⁹

Funding for the four remaining intersections totaling \$111.1 million includes TPOF monies from the Commonwealth, the issuance of revenue bonds by the EDA, and a surplus of District tax revenues. In September 2006, the state awarded the Route 28

⁶ "All bond issues will be fully supported by District tax revenue. In order to maximize revenues available for new debt service, the CTB refunded its outstanding 1992 bonds in October 2002. At the same time the CTB issued \$36.4 million of new bonds for construction, representing the balance of bond authorization remaining from the 1988 acts of the General Assembly. The Fairfax County EDA issued Transportation Contract Revenue bonds in the amount of \$33.375 million in October 2003 and issued \$57.4 million in August 2004. In the event that District revenues are not sufficient to make debt service payments, the state bonds are backed by the appropriated state allocations to the Northern Virginia Transportation District. The EDA bonds will be supported by a Revenue Stabilization Fund (RSF) equal to maximum annual EDA debt service created from surplus revenue collections. As a further credit enhancement for the proposed EDA bonds, both Fairfax and Loudoun Counties have pledged a joint moral obligation in the event that tax revenues and the RSF are not sufficient to support EDA debt service. Also, the Series 2004 Bonds are guaranteed under a separate insurance policy by MBI Insurance Corporation," (Fund 700 Route 28 Tax District; available from <http://www.fairfaxcounty.gov/dmb/lobs/2008/700.pdf>, Internet; accessed 10 November 2008, 2).

⁷ Technically, VDOT initiated and completed the construction of the partial Innovation Avenue Interchange and initiated the Air and Space Museum Parkway Interchange construction with Route 28 Corridor Improvements, LLC completing the project (Loudoun County Office of Transportation Services, personal communication, 12 November 2008).

⁸ The partial Innovation Avenue interchange was completed in fall 2007. Completion of the full intersection will not be funded by the Route 28 Tax District.. Construction will still fall under the PPTA construction contract. (Loudoun County Office of Transportation Services, personal communication, 12 November 2008).

⁹ Fund 700 Route 28 Tax District; available from <http://www.fairfaxcounty.gov/dmb/lobs/2008/700.pdf>, Internet; accessed 10 November 2008; Loudoun County Board of Supervisor's Action Item: Route 28 Highway Improvement Project, 17 October 2006, p. 2.

District Commission a \$5.0 million TPOF grant and an interest free TPOF loan not to exceed \$20.0 million, a portion of which would be paid off annually with additional grants. In July of the following year, the CTB notified the District Commission that an additional \$23.9 million was approved in the CTB's FY 2008-2013 Six Year Improvement Plan as payment toward the 25 percent state obligation under the District contract. Therefore, this additional funding fully replaced the original \$20 million TPOF loan. The sale of EDA Route 28 Tax District revenue bonds will result in a fund contribution of approximately \$86.1 million.¹⁰

Phase III, the final phase of construction under the original scope of approved improvements, involves widening Route 28 from 6 lanes to 8 between Sterling Boulevard and Route 50. The widening is planned for the entire 14 mile corridor between Route 7 and Interstate 66, but the District will only be responsible for funding 75 percent of the corridor widening approved in the Phase III scope of improvements. Public funds will pay for the sections between Route 7 and Sterling Boulevard and Route 50 to Interstate 66. The PPTA contractor is not under contract to complete this project and nothing formal beyond the approved scope of improvements, such as cost, funding, and timing, has been established with VDOT.¹¹

The PPTA contractor is completing additional improvement projects to parallel roads in the Route 28 Tax District. The Commission did not approve these projects in the original scope of improvements and they are not funded with District special tax revenue. These projects include constructing the Loudoun County Parkway, Atlantic Boulevard, and sections of Pacific Boulevard; widening Route 657; and completing the Innovation Avenue interchange.¹² Various sources, including VDOT and proffer agreements, fund these projects.

Several road closures at former signalized intersections with Route 28 will result from the completion of the 10 interchanges. Dulles Center Boulevard and Severn Way are expected to close upon completion of the Nokes Boulevard interchange in early 2009.¹³ Cedar Green Road will be closed upon completion of the interchanges.¹⁴ Details regarding the closure of Steeplechase Drive have not yet been determined.¹⁵

¹⁰ Fairfax County EDA Revenue bonds were issued in two series. A total of \$41.505 million was issued on February 27, 2007 and \$46 million in 2008 (Official Statement, Fairfax County EDA Transportation Contract Revenue Bonds (Route 28 Project) Series 2008, 3).

¹¹ Loudoun County Office of Transportation Services, personal communication, November 12, 2008; Official Statement, Fairfax County EDA Transportation Contract Revenue Bonds (Route 28 Project) Series 2008, 2.

¹² Route 28 Public/Private Partnership; available from <http://www.28freeway.com/index.html>, Internet, accessed on 10 November 2008; Loudoun County Board of Supervisor's Action Item: Route 28 Highway Improvement Project, 17 October 2006, p. 2.

¹³ Loudoun County Office of Transportation Services, personal communication, November 10, 2008.

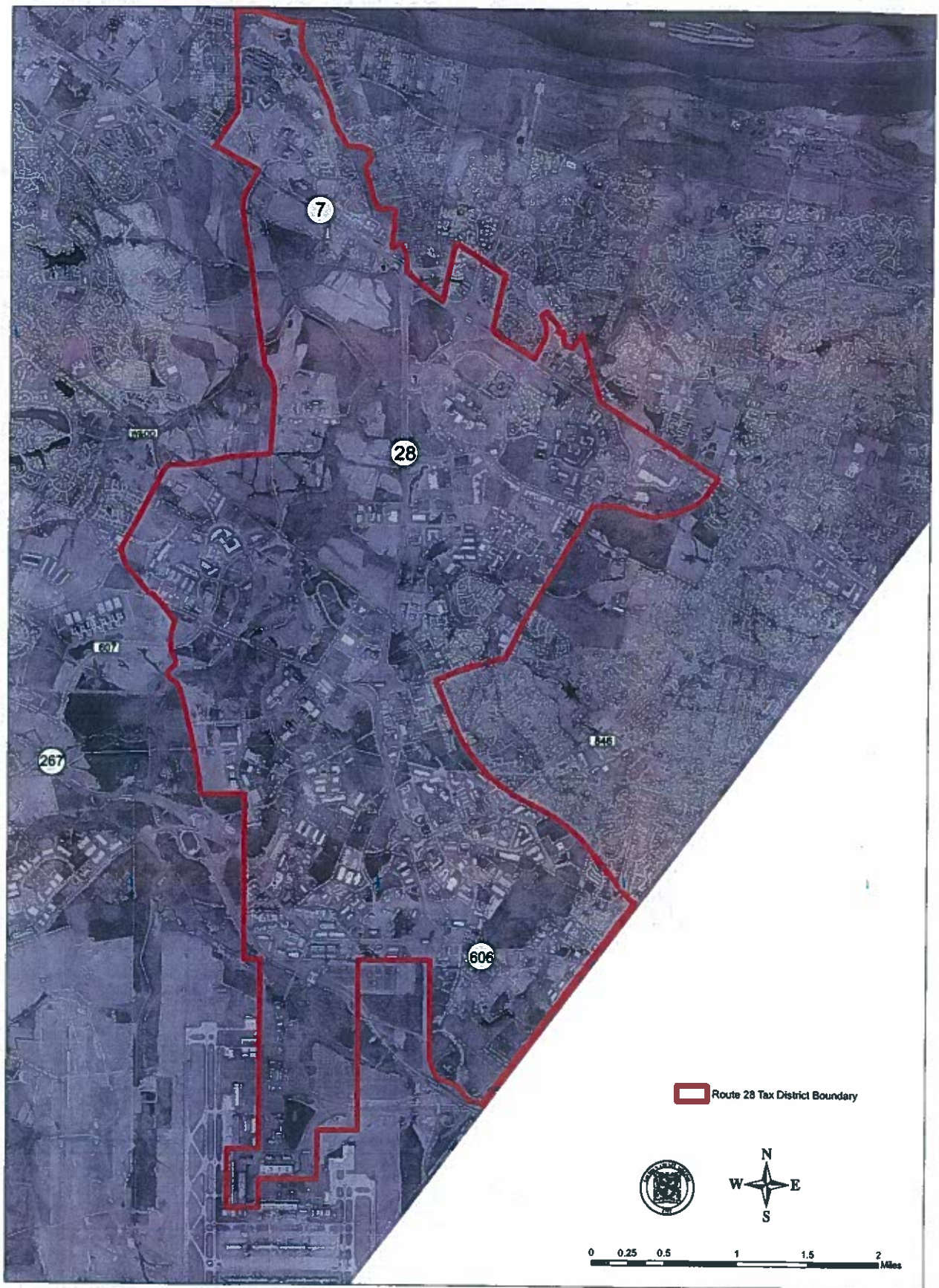
¹⁴ Resolution of the Commonwealth Transportation Board. Cedar Green Road Access at Route 28 in Loudoun County, 15 May 2008

¹⁵ Loudoun County Office of Transportation Services, personal communication, November 10, 2008.

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Route 28 Tax District

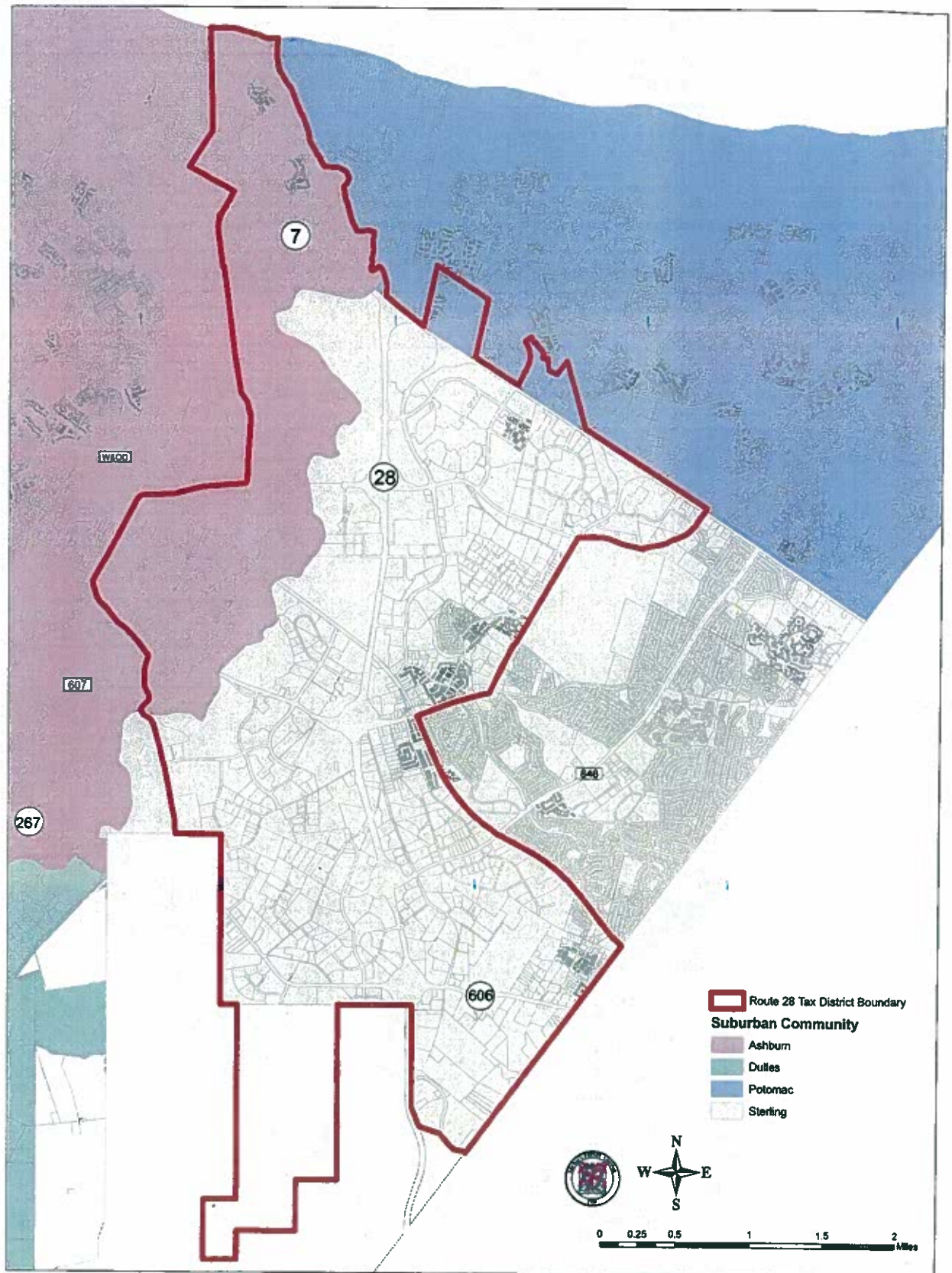
2007 Aerial



Prepared by Loudoun County Planning Department, November 7, 2008. All boundaries are approximate.

Route 28 Tax District

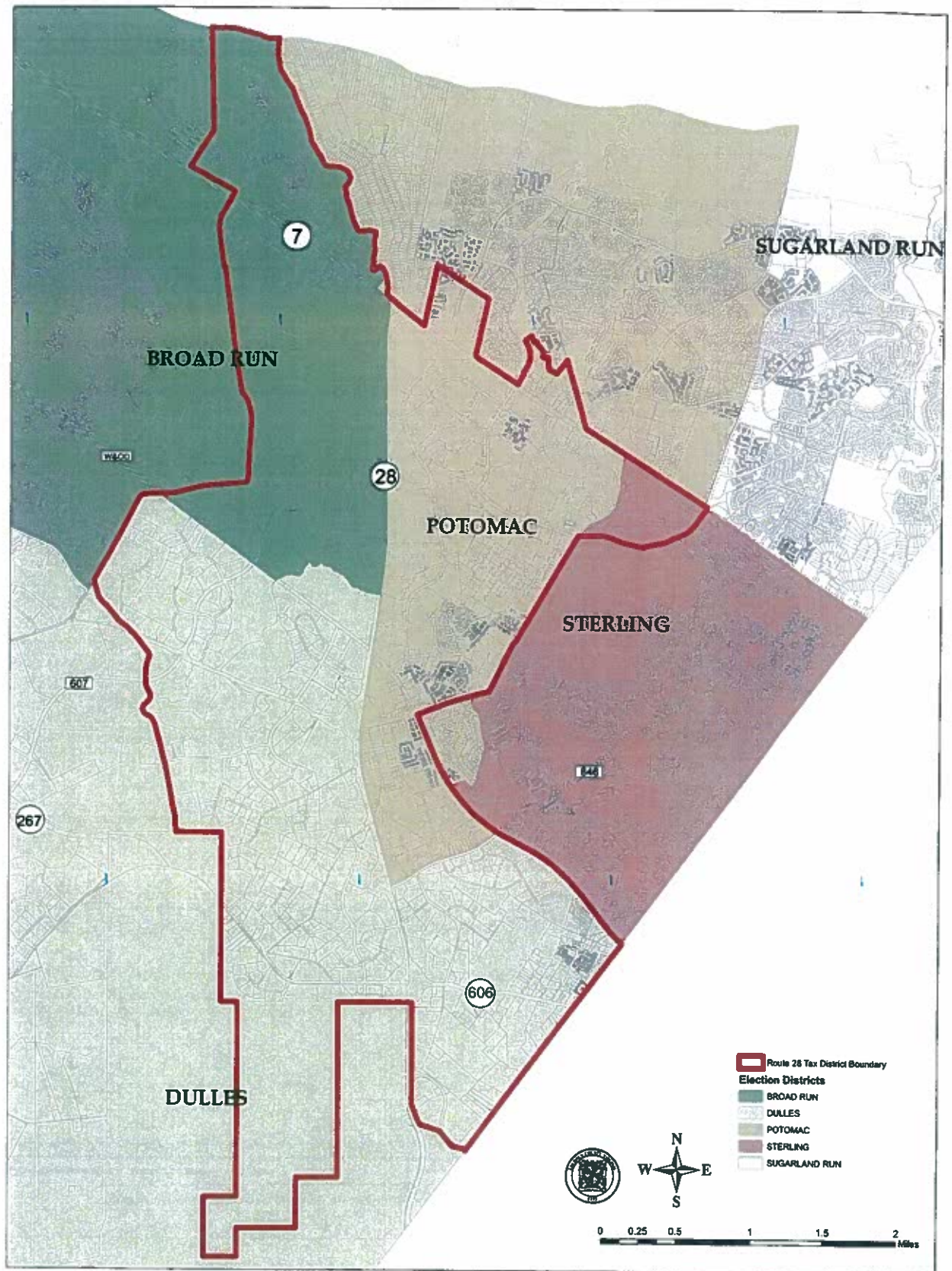
Suburban Community Boundaries



Prepared by Loudoun County Planning Department. November 7, 2007. All boundaries are approximate.

Route 28 Tax District

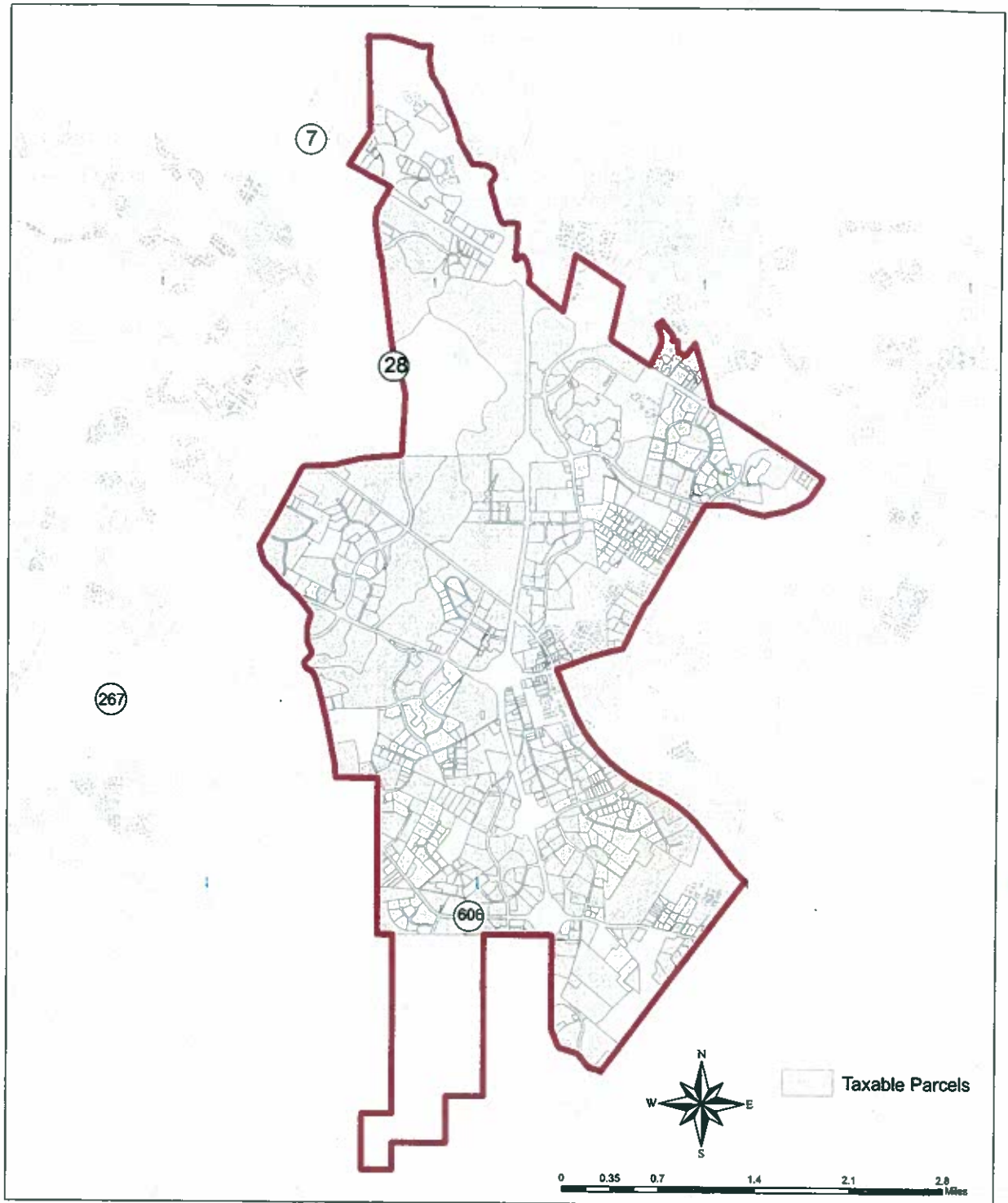
Election Districts



Prepared by Loudoun County Planning Department, November 7, 2007. All boundaries are approximate.

Route 28 Tax District

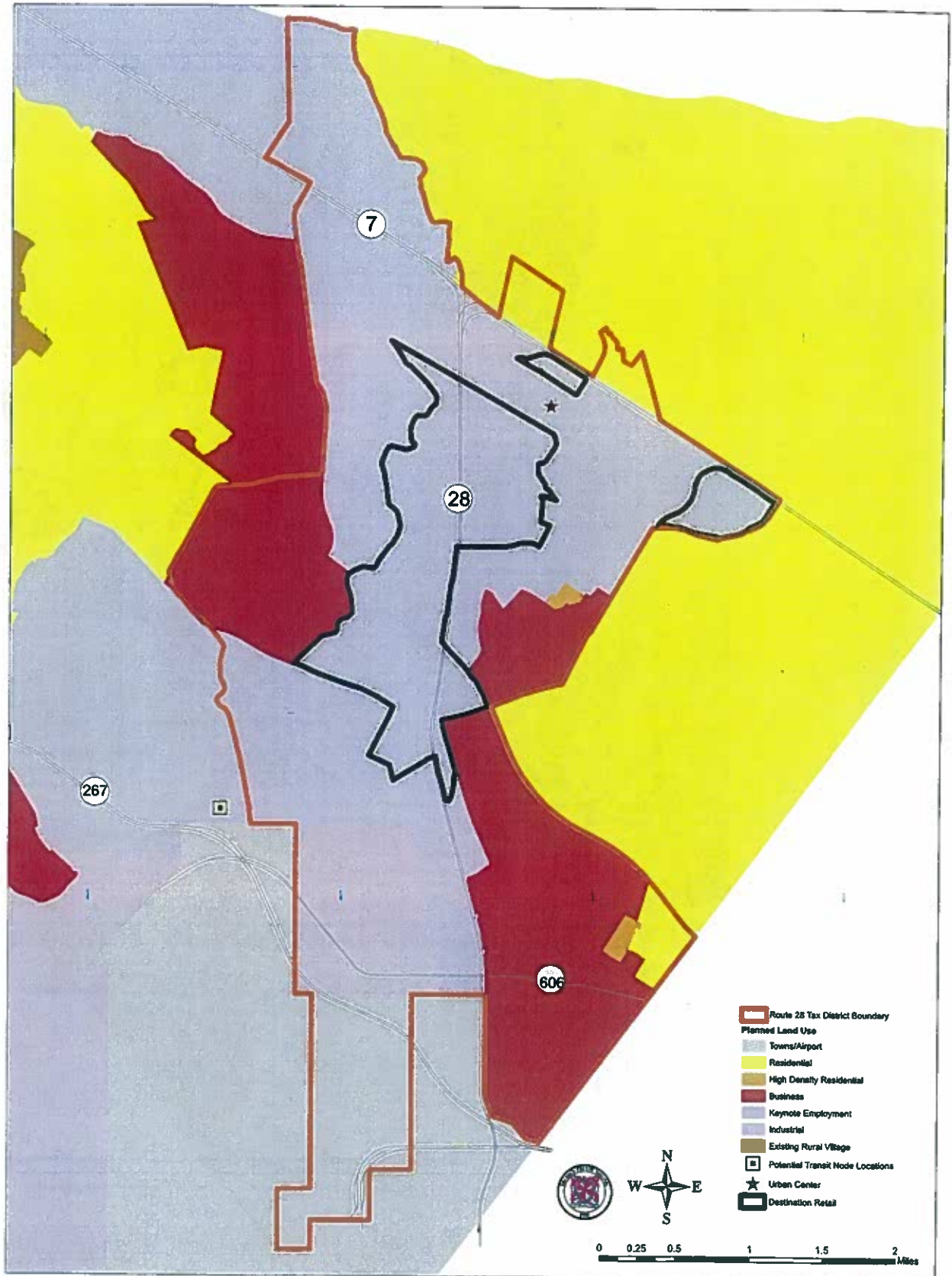
Route 28 Tax District Taxable Parcels



Source: Loudoun County Planning Department. November 10, 2008. All boundaries are approximate.

Route 28 Corridor

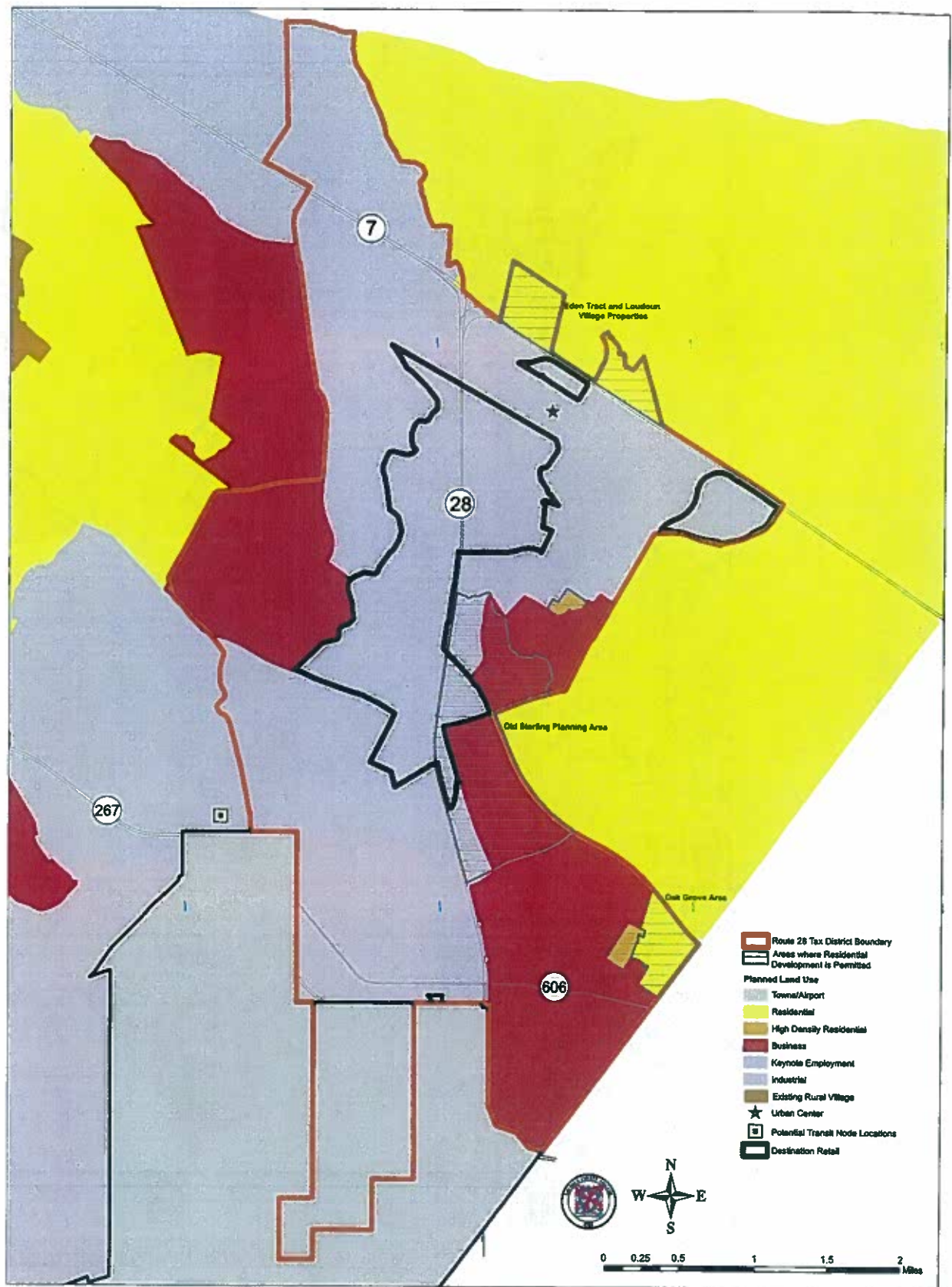
Planned Land Use



Source: Loudoun County Planning Department, November 7, 2008. All boundaries are approximate.

Route 28 Corridor

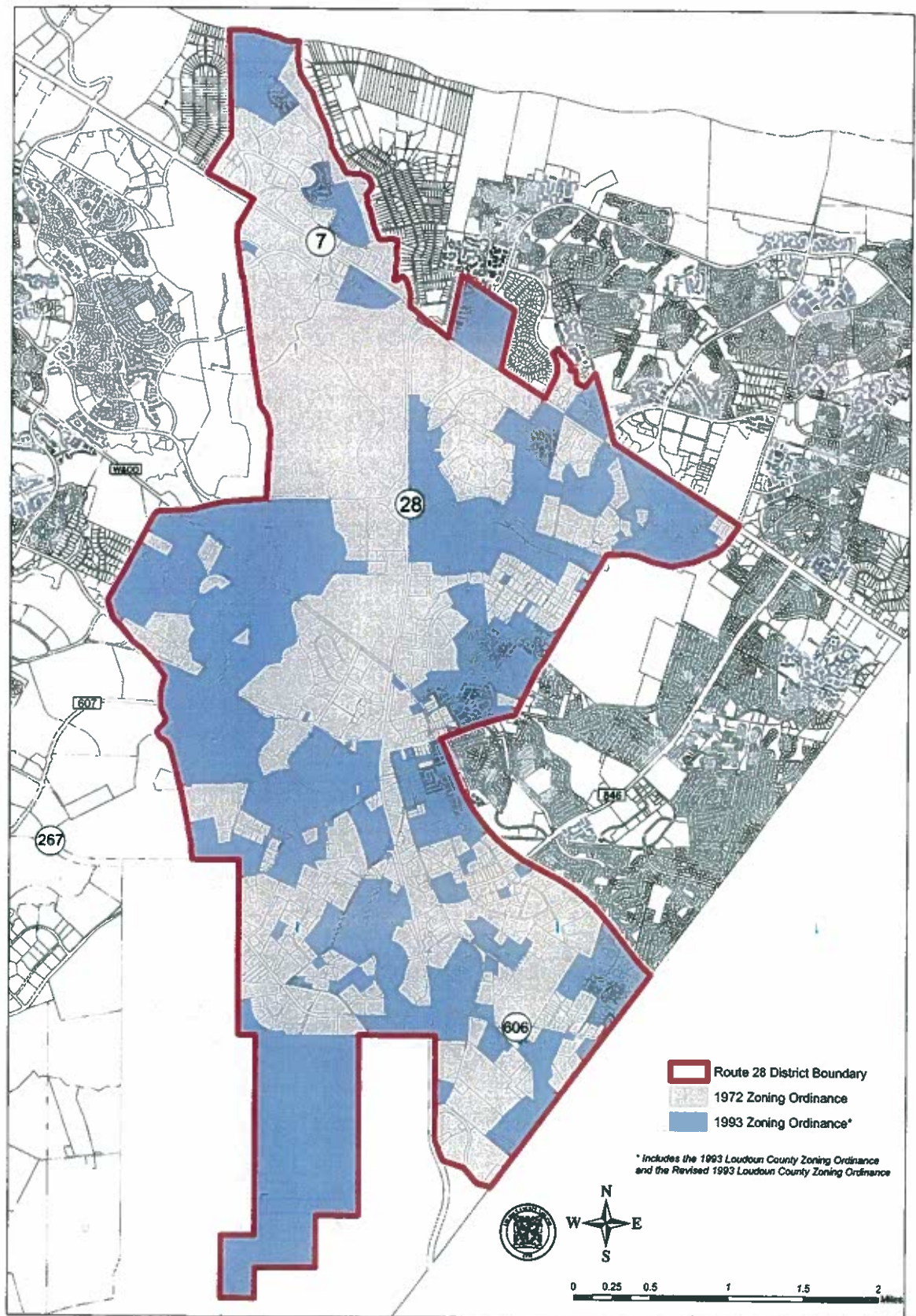
Permitted Residential Development



Source: Loudoun County Planning Department, November 18, 2008. All boundaries are approximate.

Route 28 Tax District

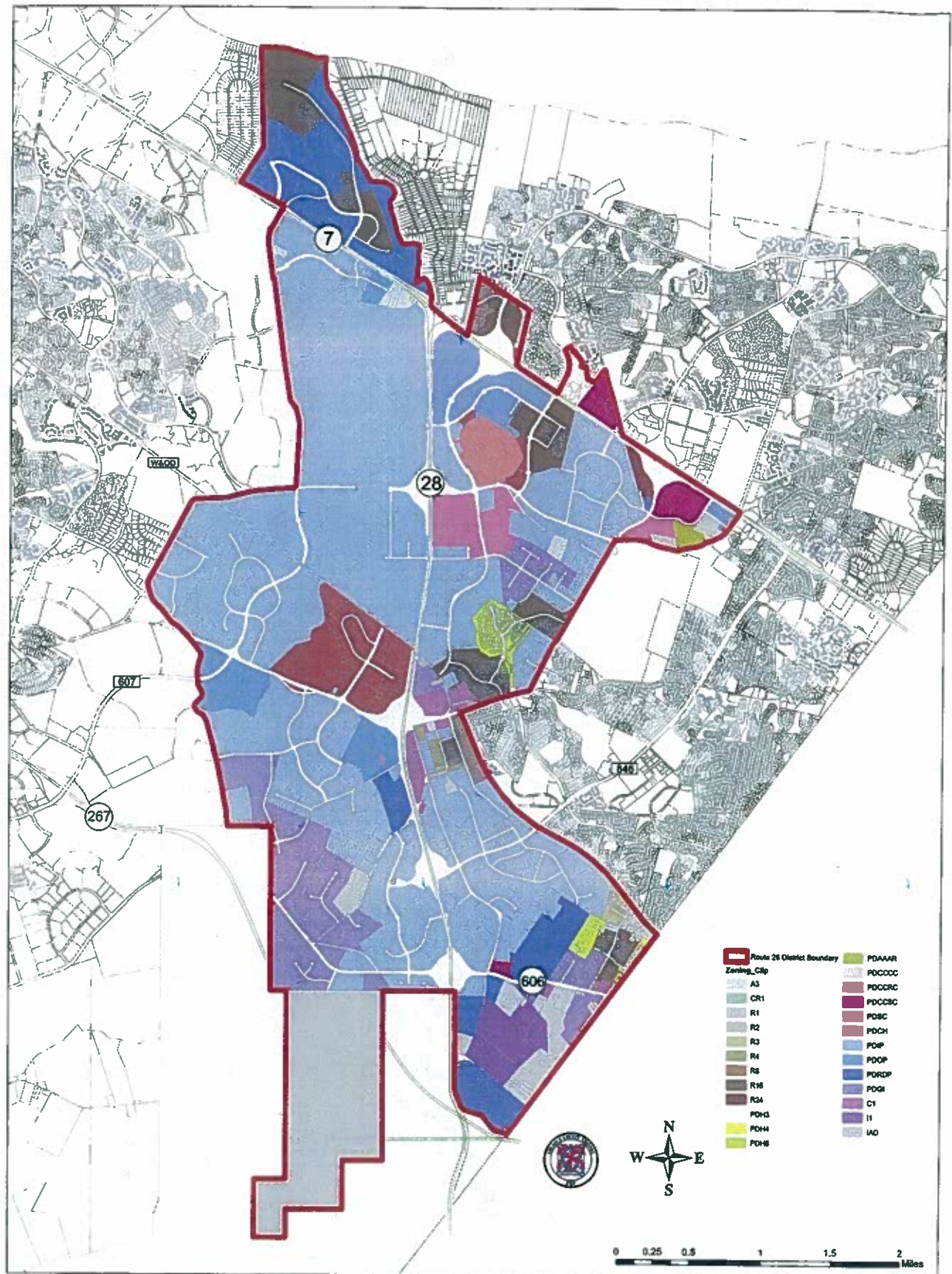
Applicable Loudoun County Zoning Ordinance



Prepared by Loudoun County Planning Department, November 7, 2008. All boundaries are approximate.

Route 28 Tax District

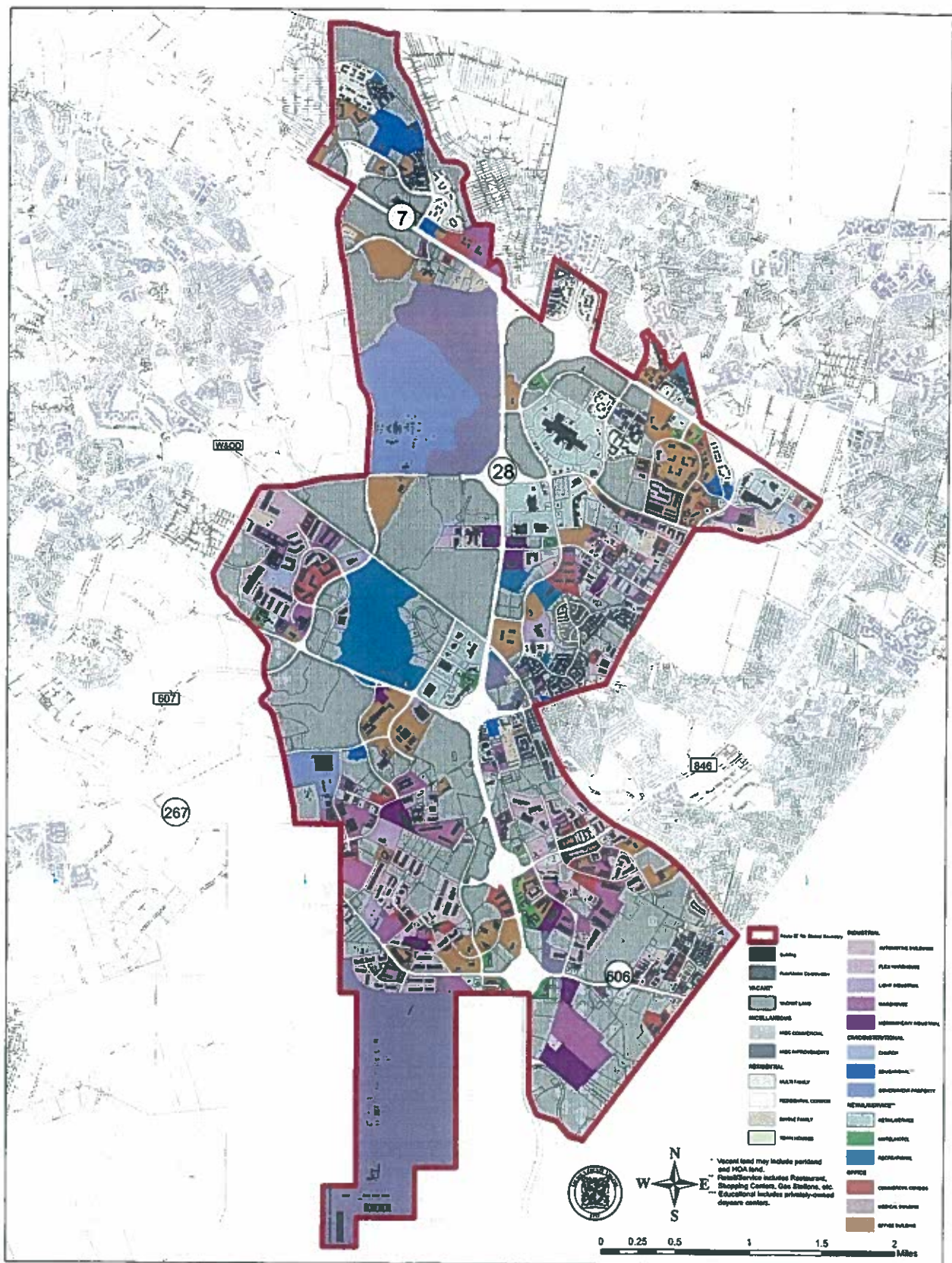
Existing Zoning



Prepared by Loudoun County Planning Department. November 7, 2008. All boundaries are approximate.

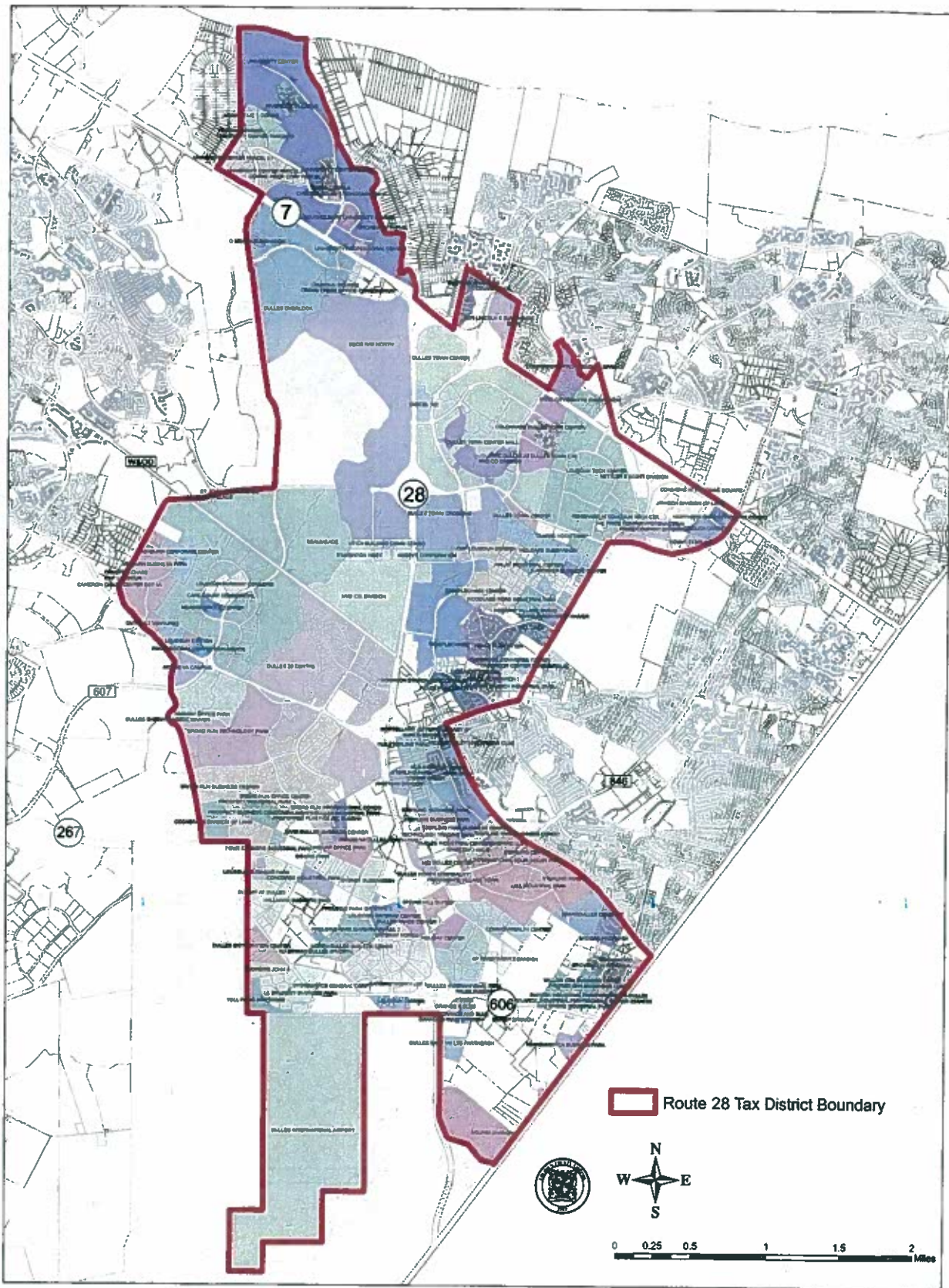
Route 28 Tax District

Existing Uses Based On Occupancy Code



Prepared by Loudoun County Planning Department. November 14, 2008. All boundaries are approximate. This map was created using the occupancy codes from the Office of the County Assessor.

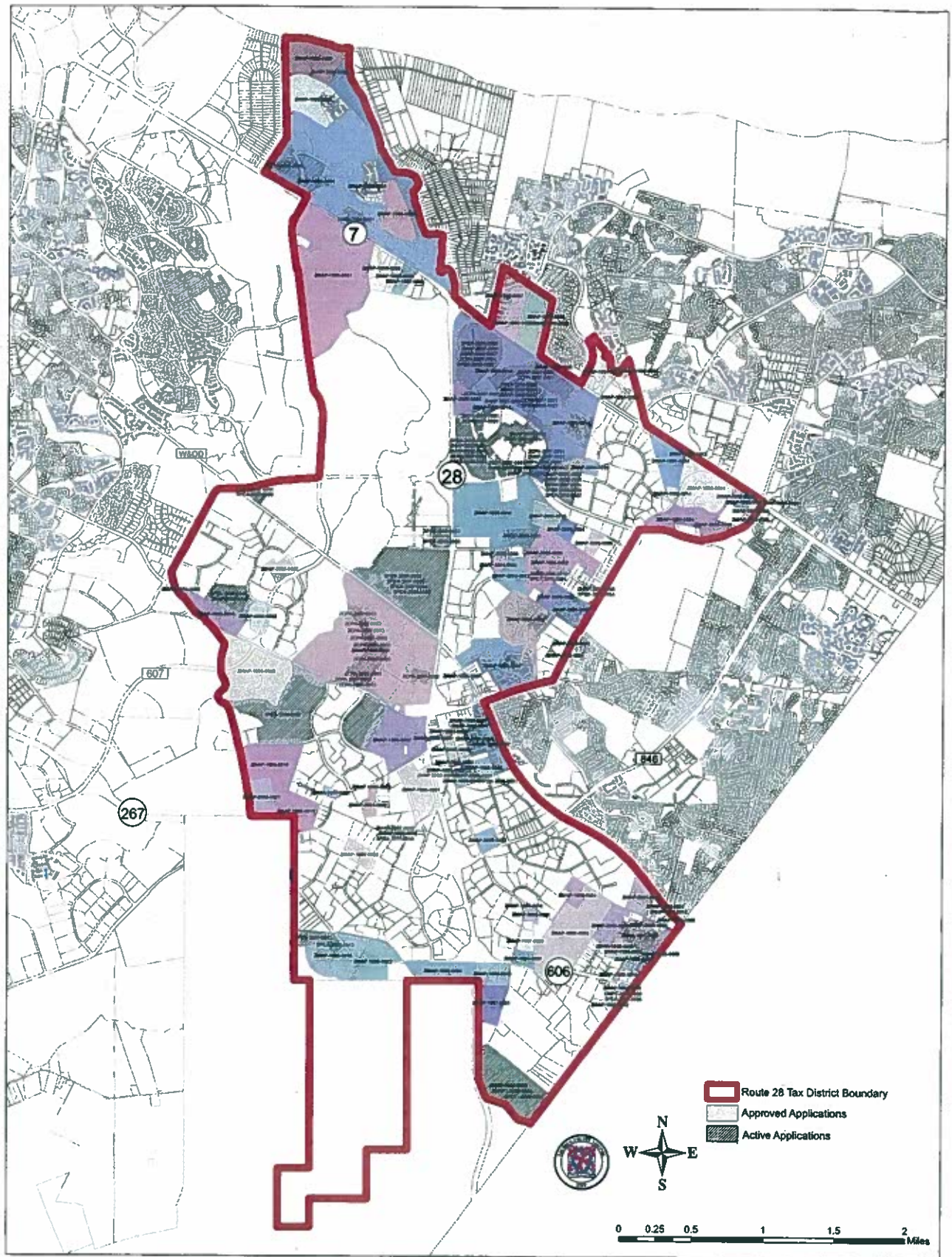
Subdivisions



Prepared by Loudoun County Planning Department. November 7, 2008. All boundaries are approximate.

Route 28 Tax District

Approved and Active Applications



Prepared by Loudoun County Planning Department, November 7, 2008. All boundaries are approximate.

APPROVED AND ACTIVE APPLICATIONS

ACTIVE

ZMOD-2008-0008 LAKEVIEW AT UNIVERSITY CENTER SIGN PLAN
 ZMOD-2008-0005 ATLANTIC CORPORATE PARK SIGN PLAN
 ZMOD-2008-0012 WOODLAND INDUSTRIAL PARK L 9

ZMAP-2008-0018 DULLES WORLD
 ZMAP-2008-0013 EQUINIX DATA CENTER
 ZMAP-2008-0011 AOL
 ZMAP-2008-0008 STEEPLECHASE 2 LOT 30
 ZMAP-2008-0006 EASTERN LOUDOUN RESPITE CENTER
 ZMAP-2008-0001 SCHMITZ INDUSTRIAL PARK L 20,40A,41A, 42
 ZMAP-2007-0009 GRAYBAR ELECTRIC LOT 4A
 ZMAP-2007-0006 TALL OAKS SUBDIVISION L 1
 ZMAP-2007-0001 DULLES TOWN CENTER
 ZMAP-2002-0017 PARC DULLES II

ZCPA-2007-0003 DULLES 28 CENTRE
 ZCPA-2007-0003 DULLES 28 CENTRE
 ZCPA-2007-0001 DULLES TOWN CENTER
 ZCPA-2007-0001 DULLES TOWN CENTER
 ZCPA-2004-0001 GEORGE WASHINGTON UNIVERSITY

SPEX-2008-0052 DULLES WORLD
 SPEX-2008-0041 EQUINIX DATA CENTER
 SPEX-2008-0033 PARK 28
 SPEX-2008-0027 PARC DULLES II OFFICE
 SPEX-2008-0026 PARC DULLES II FIRE AND RESCUE SITE
 SPEX-2008-0009 PARAGON PARK - WAREHOUSE
 SPEX-2008-0008 PARAGON PARK - AUXILIARY USES
 SPEX-2008-0001 SCHMITZ INDUSTRIAL PARK L 20,40A,41A, 42
 SPEX-2007-0054 TALL OAKS SUBDIVISION L 1
 SPEX-2007-0050 GRAYBAR ELECTRIC LOT 4A
 SPEX-2007-0043 ROUTE 606 CONCRETE PLANT
 SPEX-2007-0043 ROUTE 606 CONCRETE PLANT
 SPEX-2007-0034 PARAGON PARK - HOTEL
 SPEX-2007-0025 PARAGON PARK - OFFICE
 SPEX-2007-0009 NEXEL-JAKBOUB SITE #VA3891A
 SPEX-2006-0028 HERNDON RECYCLING CENTER
 SPEX-2006-0021 WOODLAND INDUSTRIAL PARK L 9
 SPEX-2004-0027 BROAD RUN TECHNOLOGY PARK

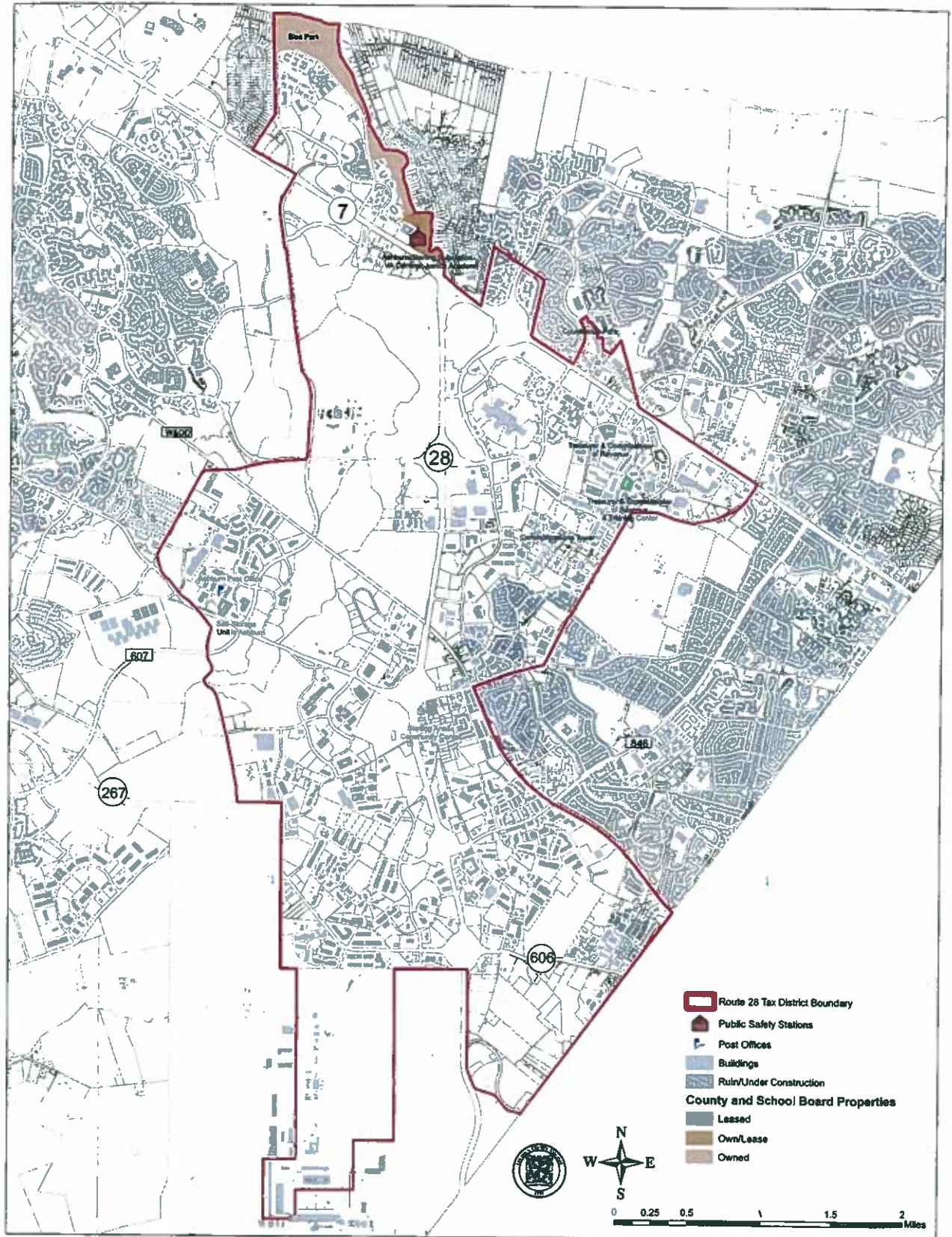
CMPT-2007-0011 NEXTEL-JAKBOUB SITE #VA3891A
 CMPT-2006-0008 HERNDON RECYCLING CENTER

APPROVED

ZMAP-2008-0003 MID DULLES CENTER
 ZMAP-2007-0003 ONE DULLES TOWN CENTER OFFICE BUILDING
 ZMAP-2007-0002 BELFORT FURNITURE ROUTE 636 WAREHOUSE
 ZMAP-2008-0022 AIRBUS NORTH AMERICA HOLDINGS
 ZMAP-2008-0020 ULTIMO ONE LLC
 ZMAP-2008-0009 ENTERPRISE RENT-A-CAR - WOODLAND ROAD
 ZMAP-2008-0005 MARIES ROAD II
 ZMAP-2008-0004 MARIES ROAD I
 ZMAP-2005-0043 GATHERINGS AT CASCADES OVERLOOK
 ZMAP-2005-0039 VICTORIA STATION
 ZMAP-2005-0038 TOWNES AT AUTUMN OAKS
 ZMAP-2005-0037 LOUDOUN PARKWAY COMMONS PHASE 1 S 1
 ZMAP-2005-0027 PROSPECT BUSINESS CENTER LOTS 9 & 10
 ZMAP-2005-0022 HALL ROAD PROPERTY
 ZMAP-2005-0021 WEST DULLES STATION
 ZMAP-2005-0015 MARIES ROAD PROPERTY
 ZMAP-2005-0012 STEEPLECHASE S 2 LOT 188
 ZMAP-2004-0015 LOUDOUN TECH CENTER S 7A
 ZMAP-2004-0007 BARR DULLES BUSINESS CENTER
 ZMAP-2004-0003 STEEPLECHASE SECTION 2 LOT 31A
 ZMAP-2001-0001 BROOKS PROPERTY
 ZMAP-1999-0003 POWERS COURT
 ZMAP-1998-0008 EDEN (2)
 ZMAP-1998-0007 EASTPORT
 ZMAP-1998-0006 ODELL PROPERTY
 ZMAP-1998-0003 WORLDCOM/JUNET
 ZMAP-1998-0001 STERLING ASSOCIATES
 ZMAP-1998-0005 REGAL CINEMAS PARC CITY CENTER
 ZMAP-1998-0004 LOUDOUN CENTER
 ZMAP-1995-0015 VESTALS GAP CENTER
 ZMAP-1994-0007 DULLES GATEWAY COMMERCIAL CENTER
 ZMAP-1994-0005 CHANDLER
 ZMAP-1994-0004 PARC CITY CENTER/ TRIANGLE CENTER
 ZMAP-1993-0007 LEWIS PROPERTY
 ZMAP-1993-0006 GUILFORD STATION BUSINESS PARK
 ZMAP-1993-0004 POTOMAC RUN CENTER (PREV NORTHERN GATE)
 ZMAP-1993-0003 PEACE PLANTATION 1
 ZMAP-1993-0001 UNIVERSITY CENTER PARCELS G, J AND P
 ZMAP-1992-0007 NELSON PROPERTY
 ZMAP-1992-0004 UNIVERSITY CENTER PARCELS G,J,K,M,P
 ZMAP-1991-0010 GROVEWOOD
 ZMAP-1991-0007 BEARD PROPERTY
 ZMAP-1991-0004 SPRINGLAKE MULTI-FAMILY
 ZMAP-1990-0022 LOUDOUN VILLAGE (REVISED)
 ZMAP-1990-0014 DULLES TOWN CENTER
 ZMAP-1990-0010 OAKGROVE VILLAGE CENTER
 ZMAP-1990-0001 COMMONWEALTH CENTER
 ZMAP-1989-0024 PRICE CLUB AT SPRINGLAKE
 ZMAP-1989-0021 DULLES 28 CENTER CONCEPT PLAN AMEND
 ZMAP-1989-0001 PEACE PLANTATION 2
 ZMAP-1988-0034 ROUTE 28 ASSOC
 ZMAP-1988-0023 STERLING CENTER
 ZMAP-1988-0013 DULLES CAMPUS
 ZMAP-1988-0008 ROCKHILL ESTATES
 ZMAP-1988-0003 CENTENNIAL DOMINION CENTER
 ZMAP-1988-0001 HIGHPOINT
 ZMAP-1987-0031 DULLES 2000
 ZMAP-1987-0030 C & D TREE AND EXCAVATING INC
 ZMAP-1987-0028 NORTHERN GATE GEORGELAS PROPERTY
 ZMAP-1987-0026 CONCORDE INDUSTRIAL PARK SETBACK MOD
 ZMAP-1987-0020 GLENNWOOD
 ZMAP-1987-0014 SPRINGLAKE OFFICE CENTER
 ZMAP-1987-0012 MILTON/ROCKHILL LTD PTRSHIP
 ZMAP-1986-0058 CROSS CREEK BUSINESS CENTER
 ZMAP-1986-0046 SCHWALD AND LERNER STERLING BUS PRK CTR
 ZMAP-1986-0029 UNIVERSITY CENTER
 ZMAP-1986-0026 MIRROR RIDGE CENTER SOUTH
 ZMAP-1986-0022 LOUDOUN WOODLAND ROAD JOINT VENTURE
 ZMAP-1986-0019 EVANS-COCKERILLE
 ZMAP-1986-0015 LE BOURGET INDUSTRIAL PARK
 ZMAP-1986-0013 POTOMAC LAKES AMENDED
 ZMAP-1986-0011 SSM INVESTMENT CLUB LTD
 ZMAP-1986-0011 SSM INVESTMENT CLUB LTD
 ZMAP-1986-0004 NORTHERN GATE
 ZMAP-1986-0002 DULLES ASSOCIATES
 ZMAP-1985-0019 LOUDOUN CORPORATE CENTER
 ZMAP-1985-0014 SYSTEMATICS GENERAL
 ZMAP-1985-0009 KAWAR
 ZMAP-1984-0013 COMPTON
 ZMAP-1984-0012 BETTERS/COOK
 ZMAP-1984-0008 BROAD RUN ASSOCIATES LOUDOUN SQUARE
 ZMAP-1983-0331 FOREST RIDGE OF VA INC- 0.75
 ZMAP-0000-0332 TROWBRIDGE, TRUSTEE
 ZMAP-0000-0330 CROUCH
 ZMAP-0000-0313 FOREST RIDGE S 7
 ZMAP-0000-0260 CABIN BRANCH FOREST

Route 28 Tax District

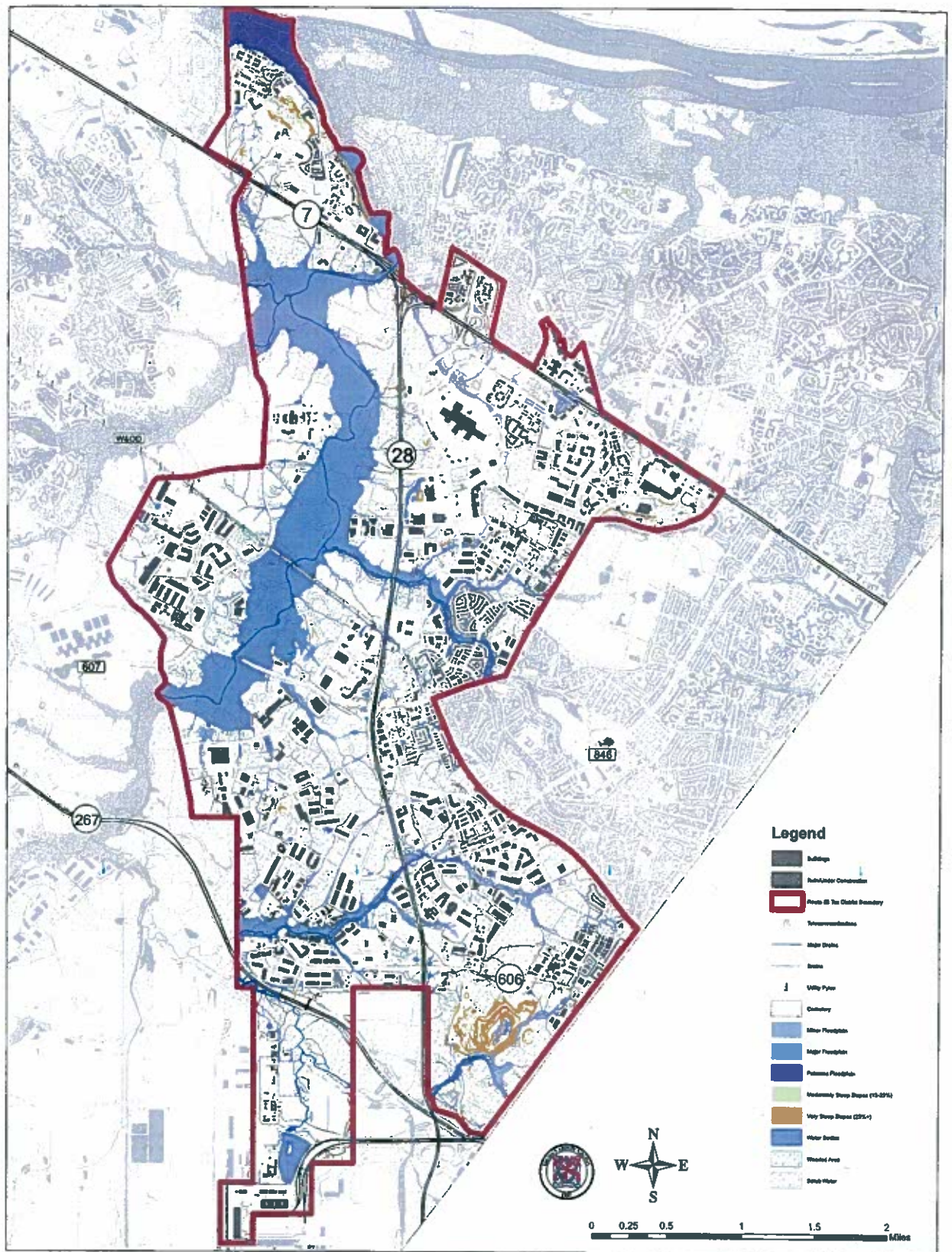
Public Facilities and County Properties



Prepared by Loudoun County Planning Department, November 7, 2008. All boundaries are approximate.

Route 28 Tax District

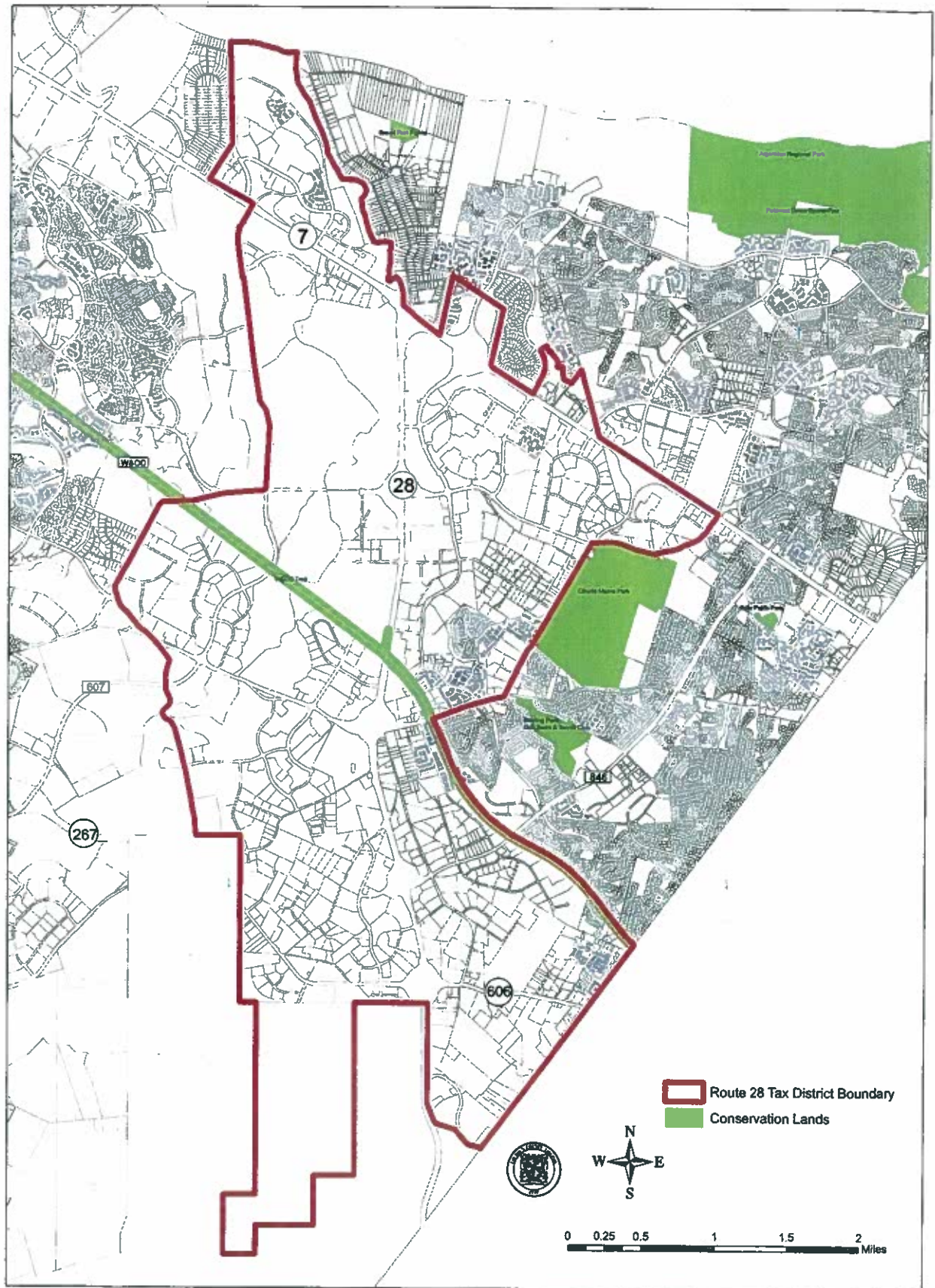
Existing Conditions



Prepared by Loudoun County Planning Department, November 7, 2008. All boundaries are approximate.

Route 28 Tax District

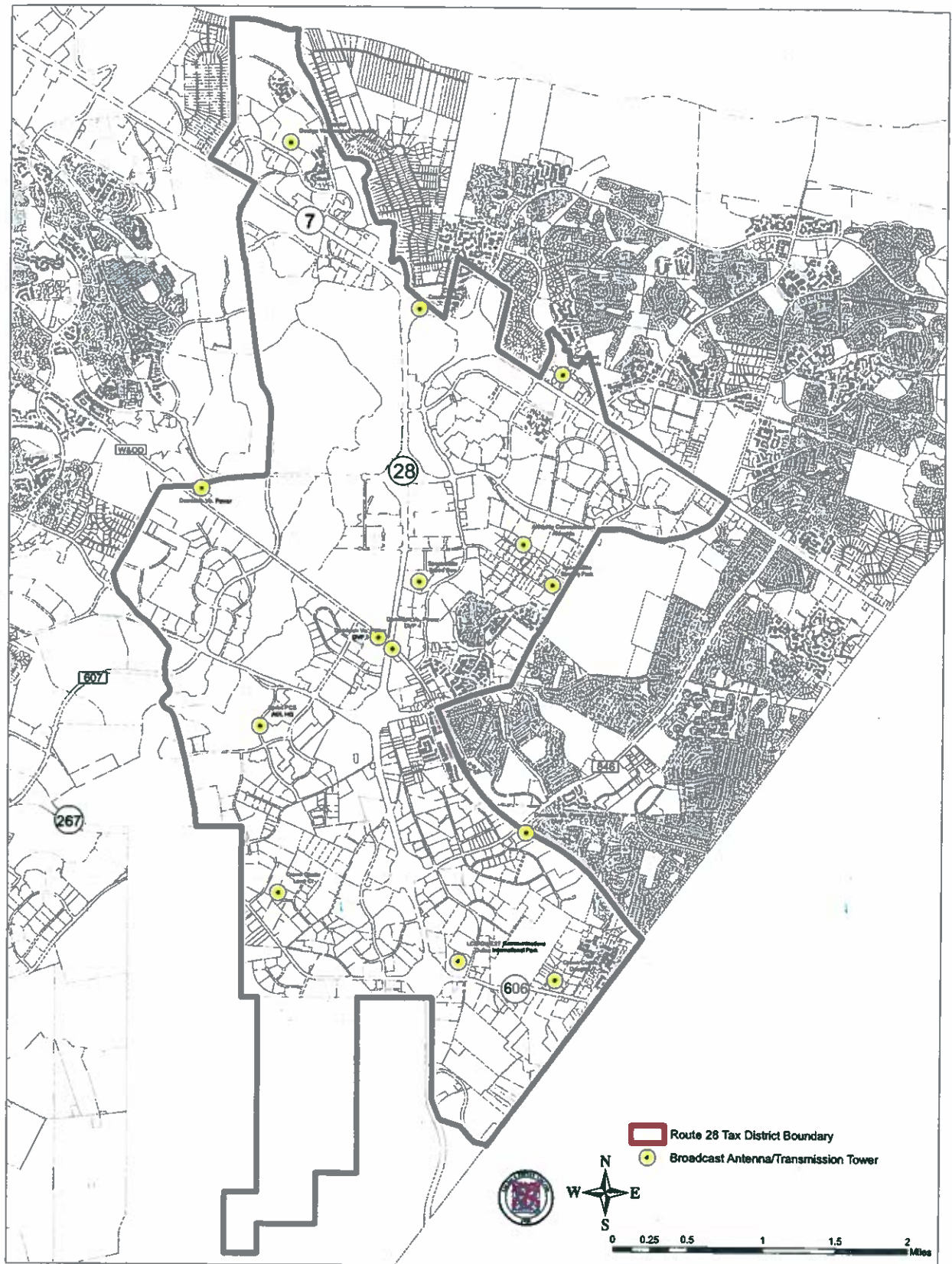
Conservation Lands



Prepared by Loudoun County Planning Department, November 7, 2008. All boundaries are approximate.

Route 28 Tax District

Telecommunication Facilities



Prepared by Loudoun County Planning Department, November 7, 2008. All boundaries are approximate.



Route 28 Tax District with CTP Roads per Adopted 2001 Countywide Transportation Plan*

Office of Mapping and Geographic Information
March 2007 Aerial Photography
2008-189
November 18, 2008

* Planned road alignments have been modified to reflect asbuilt conditions where applicable.
All planned unbuilt alignments are approximate.

Please see maps 2002-032 and 2002-031 for the approved Countywide Transportation Plan.

Legend

8 LANES	4 LANES	UNBUILT ROAD
6 LANES	2 LANES	RTS 28 TAX DISTRICT BOUNDARY
4 LANES DIVIDED		

